Gloucestershire's Local Transport Plan 2011-26

Promoting a safe and sustainable transport system

Gloucestershire
COUNTY COUNCIL

Contents

Foreword

Welcome to the Local Transport Plan for Gloucestershire (LTP3), which sets out the transport strategy for the County from 2011 to 2026. Our vision for transport in the future is: *"Providing a safe and sustainable transport network within Gloucestershire"* where *safe* means a transport network that people feel safe and secure using and *sustainable* means a transport network that is both environmentally and financially sustainable.

It is the most challenging Local Transport Plan we have developed as it comes into being during a time when we have to make efficiencies to help reduce the national debt and get the most out of limited resources.

LTP3 has been produced in accordance with guidance that sets out the Government's priorities for transport as well as indications of the level of funding that might be available to invest in local transport. This funding is likely to reduce as the new Government addresses the national financial position and we have framed the LTP3 strategy to reflect this.

Everybody relies on there being a safe and sustainable transport system to allow them to access, or provide, the services that society needs to properly function. Businesses use the transport system to obtain raw materials, or to deliver their finished product to the customer. People use the transport system to get to work, shops, schools and colleges, or to reach healthcare facilities. Despite this key role in society, a properly functioning transport system is taken for granted, with public and media interest only rising when problems caused by for example flooding, snow, volcanic ash or strike action, prevent the network from working properly.

LTP3 sets out the importance of Gloucestershire's transport system, explaining how we can deliver a safe and sustainable transport system in Gloucestershire within the financial constraints that are likely to exist over the period covered by LTP3.

LTP3 has to address national transport priorities at the local level and we have aligned these to four main themes, which are:-

- A greener, healthier Gloucestershire;
- Sustainable economic growth;
- A safer, securer transport system;
- Good access to services.

The challenges that we have faced in developing Gloucestershire's LTP3 strategy were amply demonstrated during the issues consultation that took place in early 2010. Gloucestershire's communities told us that they want a well maintained transport network with high quality public transport providing them with good access to services, reduced traffic congestion, and strong promotion of road safety through a mixture of enforcement and education. During the consultation in the summer and autumn of 2010 on the draft LTP3, these points were re-affirmed, with overall support for the principles and policies we put forward.

This Local Transport Plan forms the basis for our decisions on transport investment in the future. In the short term that is the period 2011 to 2014, the focus will be on carrying out

essential road maintenance. Any improvement schemes will have to be funded by developers or third parties. This is in the context of the County's Corporate Strategy 2011-2014.

In the short term we face difficult times and difficult decisions must be taken. However, LTP3 runs to 2026 so at each major review it will be updated to ensure that it meets the needs of our communities and helps to support the provision of the infrastructure and transport services required to help our County thrive.

Thank you.

Cllr Chas Fellows

1.   Summary

What is our Vision for Transport?

1.1   The overall Local Transport Plan (LTP3) vision is: *"Providing a safe and sustainable transport network within Gloucestershire"* where *safe* means a transport network that people feel safe and secure using and s*ustainable* means a transport network that is both environmentally and financially sustainable.

1.2   The Department for Transport (DfT) has confirmed that it is currently a statutory duty under the Local Transport Act 2008 for Local Transport Authorities to produce and thereafter review a Local Transport Plan. This Local Transport Plan (LTP3) runs from 1st April 2011 to 31st March 2026 and was adopted as policy by Gloucestershire County Council at a meeting of full Council on 23rd March 2011. LTP3 has to address national transport priorities at the local level and we have aligned these to four main themes, which are:-
- A greener, healthier Gloucestershire;
- Sustainable economic growth;
- A safer, securer transport system;
- Good access to services.

What challenges do we face?

1.3   The main issues that Gloucestershire County Council as a Highway Authority will be facing over the next LTP period 2011-2026 will be:

- Limited funding availability from Government;
- Potential change in planning and transport policy and structures;
- An ageing population;
- Preventative health – obesity, heart disease, partly due to inactivity;
- The scale, rate and location of new development;
- Rising oil prices and availability of alternative fuels;
- How much our partners in the health service, education and others will be able to contribute in future;
- How communities will respond to the aspirations in the Localism Bill/Act for them to deliver services in their own areas.

1.4   The LTP3 implementation programme is split into three phases – 2011-14, 2014-19 and 2019-26. Due to the current economic situation it is clear that funding for transport will be constrained in the first and probably the greater part of the second phase. However, it is possible that the economy will recover to allow greater investment in transport during 2019-26 from both central government (LTP settlement) and through developer contributions. Although we need to be realistic about what we can achieve with limited funding, the LTP will be required to make the case for third party investment and to support bids for funding. Innovation and ambition will need to be shown to achieve this and the LTP3 programme will reflect this.

1.5   For the first four years, the LTP will align to the values and themes in the County's Corporate Strategy. These are shown below:

Values	Living within our means Providing the basics Helping communities help themselves.
Themes	Getting our own house in order Protecting vulnerable people Supporting active communities Building a sustainable county.

Feedback from first Consultation

1.6   The first phase of consultation for LTP3 was conducted between November 2009 & February 2010. The consultation consisted of a questionnaire, a series of 11 County-wide workshops and an online discussion forum. The questionnaire received a total of 501 responses and 150 participants attended the workshops.

1.7   The consultation was widely advertised using a variety of communication channels including community contacts, District and Parish councils, statutory stakeholders and consultees and through the media.

1.8   The questionnaire and workshops asked people to say how we should respond to the five goals set by the DfT that LTP3 needs to address. The top priority actions that people wanted were:

- Improve road maintenance and manage congestion on key local roads;
- Improve bus and rail services to improve access to services for those without use of a car;
- Improve road safety, with more education and enforcement;
- Reduce impact of traffic, especially from new development;
- Change travel habits (more walking and cycling) to reduce CO_2.

1.9   From a survey of businesses which generated over 200 responses as part of the Cheltenham and Gloucester Connectivity Study, the headline findings were:

- 40% of businesses felt that congestion had an impact on their business and 79% were concerned about increasing congestion in the future;
- The main congestion hotspots cited were A417 Birdlip/Nettleton Bottom/Air Balloon, Tewkesbury Rd to M5, A40 west of Severn and between Gloucester and Cheltenham, town and city centres of Cheltenham and Gloucester.

Feedback from the Consultation on the draft LTP3 between July and October 2010

1.10   The feedback that was received in the consultation on the draft LTP3 generally supported the policies, principles and priorities contained within it. The consultation report can be found on the Gloucestershire County Council website at www.gloucestershire.gov.uk/LTP3.

What is the main focus of LTP3?

1.11   In the development of LTP3, the Central Severn Vale Transport Study assessed the following strategy options:

- A do minimum highway based strategy (just those schemes already programmed);
- Medium Investment Highway Strategy;
- High Investment Highway Strategy;
- Public Transport Focussed Strategy;
- Smarter Choices Focussed Strategy (focusing on walking, cycling, marketing public transport and carsharing).

1.12   An appraisal framework was developed to assess the impact that the schemes and interventions would have on the Government's 5 goals and was also modelled to determine the impact on traffic levels by 2026. The public transport focussed strategy with smarter choices (marketing) interventions had the greatest positive cumulative impact on the 5 goals. Therefore, it is proposed that LTP3 focuses on improving the financial sustainability of public transport and on the promotion of walking and cycling and other low carbon modes. This should be underpinned by maintaining the highway network and safety and ensuring appropriate measures are in place to mitigate the impact of new development.

How will we maintain our roads, footways and cycleways?

1.13   Highway maintenance underpins the LTP programme, as it affects all the LTP goals to a some extent.

1.14   The approach to highway maintenance and management will be to:-

- Target work on the heavily used strategic routes, including those on the footway and cycle network;
- Consider corridors wherever possible and link maintenance with safety and capacity schemes so that when maintenance work is scheduled on a particular route, safety and other issues are tackled at the same time;
- Put the emphasis on work that improves medium term condition and appearance of the highway;
- Allow District, Parish and Town Councils access to contract arrangements to undertake additional highway works in their own areas;
- Work under current and new government guidance or powers to ensure utilities and developers repair the network to a high standard;
- Focus on the quality of customer service and to maintain the County's roads in a safe condition;
- Focus on a core maintenance service in the short and medium term;
- Consider opportunities for joined up street services with District, Parish and Town councils;
- Lobby the DfT for increased funding to clear the maintenance backlog and to cope with the effects of adverse weather.

1.15   The Transport Asset Management Plan (TAMP) identifies the current network and develops a framework for managing it based on best practice. It is based on a 'whole life' approach.

1.16   The TAMP identifies scenarios of *standstill* – ensuring the existing condition does not deteriorate, and backlog – fixing all roads. The table below identifies the standstill and backlog costs for structural maintenance per year at current prices.

Asset Type	Length in kilometres (miles approx))	% requiring maintenance	Standstill costs
Principal Rd (A Roads)	1260 (800)	3%	£2.19M
Non Principal Rd (B and class 3 roads)	3998 (2500)	9%	£6.17M
Unclassified	4624 (2900)	18%	£4.96M
Total			**£13.32M**

1.17   Total backlog costs are estimated to be £91million.

1.18   The main national indicators relating to asset management are NI168 (Principal roads where maintenance should be considered) and NI169 (Non-principal classified roads where maintenance should be considered).

How will we provide public transport and maintain accessibility?

1.19   A comprehensive public transport network (including Park & Ride, bus, rail, community transport, taxis and home to school transport) will be required to meet our priorities. The challenge is to provide a financially sustainable network that is a realistic alternative to car travel as well as being a safety net for those who do not own or cannot use a car. The guiding principles will be:

- Safe, reliable and financially sustainable services;
- Services which focus on addressing people's needs, rather than wants;
- Prioritising access to essential services such as education, employment and health;
- A hub and spoke network where services from rural areas feed into trunk routes;
- More flexible ticketing, possibly based on smart cards;
- Better journey information via the web and mobile phones.

In the short term we aim to:
- Make efficiencies in the provision of existing local bus services whilst aiming to keep the same level of accessibility;
- Upgrade the Swindon – Kemble line and thus improve rail services to London (or lobby DfT if this does not happen);
- Review discretionary provision of home to school transport with a view to implement change by September 2012, whilst still meeting statutory requirements;

- Review provision of home to school transport to ensure it does not discourage walking and cycling. This may provide savings and help reduce carbon and improve health;
- Introduce a more robust, formulaic methodology for gaining contributions for public and community transport from developers.

In the medium and long term we aim to:
- Develop a high quality network based on 3 corridors between Gloucester and Cheltenham and high quality semi fast services between the market towns and Gloucester and/or Cheltenham;
- Develop transport interchange hubs (including the Park & Ride sites) on this network that can be fed by taxi, community transport and local bus services serving the more rural areas;
- Implement Elmbridge Transport Park &Ride, West of Severn Park &Ride, Brockworth Park &Ride;
- Implement Smart Card ticketing as part of the SW Smart Card Project;
- Work with rail operators to provide improved rail Park & Ride at Lydney and Ashchurch;
- Consider potential for mass transit systems in Gloucester & Cheltenham;
- Expand Real Time Passenger Information (RTPI) and electronic bus priority.

1.20   The indicators related to public transport and accessibility that will be monitored are:
- local bus passenger journeys (passenger numbers);
- access to a basket of services and employment;
- value for money.

How will we make our roads safer?

1.21   Road Safety primarily relates to the Safety, Security and Health goal, but also contributes to quality of life and the economy as road incidents or collisions cause congestion, delay and cost. The DfT consultation in April 2009 sought views about a vision, targets and measures for improving road safety in Great Britain for the period beyond 2010. A new national road safety strategy beyond 2010 should be available at the end of 2011 and thus beyond the timescale for producing LTP3.

Proposed measures are:
- Consider a route approach when identifying safety improvements;
- Develop clear criteria for the introduction of 20mph zones;
- Consider the evidence and advice from DfT following the national speed limit review;
- Continue to target young drivers, motorcyclists and alcohol and drug related driving in education programmes;
- Continue with mobile and fixed safety cameras at locations based on road safety data.

1.22   The indicators relating to road safety that will be monitored are:
- People killed or seriously injured in road traffic incidents;

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- Children killed or seriously injured in road traffic incidents.

1.23   Funding for capital improvements to the highway network is part of the LTP settlement. At current levels the demand for safety improvements can be managed from LTP settlement and developer funding.

How will we promote walking, cycling, public transport and carsharing ('Smarter Choices' and 'Active Travel')?

1.24   Evidence suggests that 'Smarter Choices' are more cost effective at meeting the LTP goals than other measures, especially to reduce CO_2, improve health and quality of life and also to reduce traffic congestion by taking short trips off the network.

1.25   The proposed actions:
- Encourage schools to implement and review their travel plans;
- Require developers to submit and fund travel plans for their new sites;
- Work with appropriate partnerships to resource travel planning support for businesses;
- Encourage employers to sign up to the Cycle To Work Guarantee, including offering incentives to encourage staff to cycle to work;
- For the County to lead by example and sign up to the Cycle to Work Guarantee and its recommended components;
- Bid for funding that may arise for projects similar to Tewkesbury Healthy Towns and travel marketing projects;
- Support funding bids to improve cycling infrastructure, especially to schools and employment sites;
- Support the marketing of the county's car share scheme 'carsharegloucestershire.com;'
- Use developer funding to kick-start a car club in Cheltenham to link to the Gloucester Car Club.

1.26   The indicators that will be monitored are:
- CO_2 reduction from Local Authority operations (reducing business mileage);
- Per capita reduction in CO_2 emissions;
- Children travelling to school – mode of transport usually used;
- Local bus passenger journeys;
- Average journey time per mile during morning peak.

1.27   We also have a local indicator to monitor cycling trips and walking trips.

1.28   Should money be available over and above that required for maintenance, capital spend could be prioritised to install infrastructure to improve walking and cycling routes, but the main call will be on revenue budgets and on developer and grant funding.

1.29   The work done for the Central Severn Vale Transport Study (CSVTS) has estimated that ideally £4M of revenue funding per year would be required to support Active Travel and Smarter Choices programmes. In the short and medium term

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financial climate this is unlikely to be realised although bids to the Local Sustainable Transport Fund and third parties such as the NHS will be considered.

What other issues will be covered by LTP3?

1.30   LTP3 contains the list of schemes we wish to take forward between 2011 and 2026, along with the list of historical schemes that our Highway Records officers are still declaring on property searches. Those schemes not retained in LTP3 following consultation and adoption will be dropped to reduce the exposure of GCC to blight claims.

1.31   It is proposed that through LTP3 we will continue to lobby Government for major schemes including:-

- A417 'missing link' improvement;
- Kemble-Swindon rail redoubling and improved services to London;
- M5 J10 all-ways should development proposals for NW Cheltenham expansion go ahead;
- Funding for Elmbridge Transport Major Scheme Bid;
- Rail station improvements (including parking expansion).

1.32   Other areas covered are Public Rights of Way, air quality and noise action plans.

How will LTP3 be monitored?

1.33   The County Council's Corporate Strategy 2011 – 2014 notes that the County Council will reduce performance monitoring to those activities that are critical to the business. Therefore, it is intended to monitor LTP performance against the following indicators by using a red/amber/green system to indicate progress.

1.34   The following table shows the proposed indicators by which LTP3 will be monitored.

LTP3 Objective	National Goal	Indicator Ref	Indicator Description
A Greener, Healthier County	To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change. To improve quality of life for transport users and non-transport users and to promote a healthy natural environment	New1	CO_2 reduction from Local Authority Operations (NI185).
		New2	per capita reduction in CO_2 emissions in the LA area. (NI186)
		LTP4	Children Travelling to school – mode of transport usually used. (NI198)
		BVPI102	Local Bus Passenger Journeys. (NI177)
		LTP3	Annualised index of cycling trips,
		New3	Number of walking trips (potentially available from Household Survey Data).
		New4	Number of Air Quality Management Areas.
		LTP6	Congestion: Changes in peak period traffic flows to urban centres.
		LTP7	Congestion (vehicle delay):
		New5	HGV Growth
Sustainable Economic Growth	To support economic competitiveness and growth by delivering reliable and efficient transport networks.	LTP7a	Average Journey Time per mile during morning peak (NI167)
		BVPI 223	Principal roads where maintenance should be considered (NI168)
		BVPI 224a	Non principal classified roads where maintenance should be considered (NI169)
		New6	Working Age People with Access to Employment (NI176).
A Safer, Secure Transport System	To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are	BVPI 99(x)	People Killed or seriously injured in road traffic accidents (NI47)
		BVPI 99(y)	Children Killed or seriously injured in road traffic accidents (NI48)
		LTP4	Children Travelling to school – mode of transport usually used (NI198)
		BVPI 102	Local Bus Passenger Journeys (NI177)

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		BVPI 187	Footway condition.
		LTP3	Annualised index of cycling trips.
		BVPI 104	Satisfaction with local bus services
		L1	SCRIM Deficiencies (Skidding Resistance)
Good Access to Services	To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.	LTP1	Access to services and facilities by public transport, walking and cycling (NI175)
		New6	Working Age People with Access to Employment (NI176).
		BVPI 187	Footway condition

How will we deliver LTP3?

1.35   The LTP Management Board, consisting of County Council Officers, will be responsible for delivering the programme and reporting to County Council management and the Lead Cabinet Member. There will also be a partnership board, to include District Councils, NHS/PCT, Transport Operators, Highways Agency, Network Rail and other major stakeholders and funding bodies. Co-ordination of capital, revenue and third party funding streams will be key to delivery.

1.36   Funding for transport in Gloucestershire will come from five main sources. These being:
- Local Transport Plan Maintenance Block:- capital grant from DfT;
- Local Transport Plan Integrated Transport Block – capital grant from DfT;
- Major Scheme Funding:- part funding from DfT with match funding from partners (for schemes of £5M and above);
- Local Sustainable Transport Fund – capital and revenue part funding from DfT with match funding from partners (for smaller schemes of under £5M);
- County Council, developer and third party funding for bus service support, additional maintenance and new infrastructure to support economic development.

What risks do we face?

1.37   There are substantial risks to the delivery of LTP3 at the moment. A full risk assessment will be developed and maintained through the project/programme management process. The main risks are:

- Limited levels of capital and revenue funding in future years;
- Structural re-organisations, changing the role of delivery partners and losing experienced and committed people;

- Major weather related disruption and damage to the highway and public transport networks may substantially increase costs and result in funds being diverted from other projects;
- High dependence on developer funding, the timing and extent of which cannot be guaranteed;
- High dependence on bids for external funding (e.g. the Local Sustainable Transport Fund), especially for 'smarter choices' and 'active travel projects'. We may not be successful in the bidding process or have the match funding required;
- Uncertainties in changes to government transport and planning policies
- Increases in oil prices resulting in higher fuel costs for public transport and private motoring, with implications especially for rural communities;
- The Competition Commission ordering the break up of the Stagecoach network, without other operators being able to replace them.

How does LTP3 link to the Sustainable Community Strategy?

1.38   In addition to following DfT Guidance, LTP3 aligns to the Sustainable Community Strategy (SCS). The SCS provides the overarching strategy for achieving sustainable development in the area, setting out a shared vision for tackling cross-cutting issues.

1.39   The SCS vision for Gloucestershire is defined by five broad themes which are shown in the diagram below. This diagram shows how they relate to the national LTP goals and Gloucestershire's transport themes.

Community Strategy Objective	GCC Transport Objective	National LTP3 Goal
Environment is central to quality of life. The places where people live have a huge effect on their quality of life.	A Greener, Healthier County.	To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change. To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.
Gloucestershire's continued prosperity depends on the right business environment and on people having the opportunity to develop their skills.	Sustainable Economic Growth.	To support economic competitiveness and growth by delivering reliable and efficient transport networks.
Communities matter. People want to be safe, healthy and prosperous.	A Safer, Securer Transport System.	To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
Everyone matters.	Good Access to Services.	To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.

What supporting documents are there?

1.40   The LTP links to a number of reports, statutory and study documents that provide the evidence base and further detail. The main documents are:

- Central Severn Vale Transport Study (CSVTS);
- Gloucester & Cheltenham Regional Connectivity Study (DaSTS);
- Public Transport Strategy;
- Transport Asset Management Plan (TAMP);
- Consultation Report;
- Strategic Environmental Assessment,
- Health Impact Assessment and
- Equalities Impact Assessment.

2.   Background to LTP3

2.1   The overall Local Transport Plan (LTP3) vision is: *"Providing a safe and sustainable transport network within Gloucestershire"* where s*afe* means a transport network that people feel safe and secure using, and s*ustainable* means a transport network that is both environmentally and financially sustainable.

2.2   Everybody relies on there being a safe and sustainable transport system to allow them to access, or provide, the services that society needs to properly function. Businesses use the transport system to obtain raw materials, or to deliver their finished product to the customer. People use the transport system to get to work, the shops, schools and colleges, or to reach healthcare facilities. A properly functioning transport system is taken for granted, with public and media interest only rising when problems caused by, for example, flooding, snow, volcanic ash or strike action, prevent the network from working properly.

2.3   LTP3 sets out how we can deliver a safe and sustainable transport system in Gloucestershire, even within the financial constraints that are likely to exist over the period covered by LTP3. This introductory Chapter sets out the statutory requirement for the Local Transport Plan, and the relevant policy background at a national, regional and local level.

What is the scope of LTP3

2.4   The publication of the Local Transport Plan (LTP3) is a statutory duty for Local Transport Authorities (such as Gloucestershire County Council) under the Local Transport Act 2008. LTP3 runs from 1st April 2011 to 31st March 2026 and will supersede the existing LTP2 that ran up to March 2011.

.2.5   LTP3 has to address national transport priorities at the local level and we have aligned these to four main themes, which are:-
- A greener, healthier Gloucestershire;
- Sustainable economic growth;
- A safer, securer transport system;
- Good access to services.

2.6   The Department for Transport (DfT) has published guidance setting out what Government expects to be included within LTP3 (www.dft.gov.uk). This includes the expectation that all modes of travel are covered, including those parts of the transport system that are managed by national agencies or operated by the private sector, such as the motorways, railways and bus services.

The guidance also sets out a requirement for LTP3 to include the following:
- Strategy to cover the period from 2011 through to 2026 to ensure alignment with the Local Development Frameworks (LDFs);
- Implementation plan to cover three specific periods, these being 2011-14 (detailed programme), 2014-19 (indicative programme), 2019-26 (identification of major projects only). These periods reflect the timescale of major funding streams;

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- Reviews – major reviews of the LTP3 strategy will be built in to link to the implementation plan periods – 2013/14, and 2018/19. Annual LTP3 Delivery Reports will still be prepared to ensure full monitoring of LTP3 implementation.

2.7   In addition, the LTP3 strategy will need to take account of the following documents:

- Strategic Environmental Assessment – a specific requirement under the European Directive 2001/42/EC (the "SEA Directive") and UK Statutory Instrument 2004/1633 (the "SEA Regulations");
- Health Impact Assessment – a new requirement for LTP3.

The relationship between the LTP and the SEA is shown in the diagram on the following page.

2.8   An Equalities Impact Assessment has also been conducted.

2.9   The guidance also sets out the five national transport goals that LTP3 will need to take full account of, these being:
- Tackle climate change;
- Support economic growth;
- Promote equality of opportunity;
- Contribute to better safety, security and health;
- Improve quality of life.

2.10   At a local level, these goals have been aligned to four main themes that we wish to focus on:-

- A greener, healthier Gloucestershire;
- Sustainable economic growth;
- A safer, securer transport system;
- Good access to services.

How has LTP3 been developed?

2.11   The development of LTP3 has been governed in the following way:

- Establishment of a Cross Party Members Panel to steer development of LTP3;
- LTP Management Board (Officers) (already in existence);
- Regular engagement with Gloucestershire Environment Partnership Transport Group (under the Gloucestershire Partnership Local Area Agreement (LAA));
- Environment Scrutiny Committee (13th January 2011);
- County Council Cabinet (2nd February 2011);
- Adoption by County Council Full Council on 23rd March 2011.

Summary of the LTP & SEA Processes

LTP	SEA	
Determining the scope of the LTP (Strategy and Implementation Plan); clarifying goals; specifying the problems or challenges the authority wants to solve	Setting the SEA context; establishing the baseline situation; determining the scope of the SEA; and identifying LTP options Consulting on scope (5 weeks)	SEA STAGE A
Generating options for the strategy and implementation plan to resolve these challenges; appraising the options and predicting their effects	Developing, refining and appraising strategic alternatives (LTP Strategy and Implementation Plan Options)	SEA STAGE B
Selecting preferred options for the strategy and implementation plan and deciding priorities	Assessing the effects of LTP Preferred Options (Strategy and Implementation Plan) Proposing mitigation/enhancement measures and monitoring	
Production of draft LTP (Strategy and Implementation Plan)	Production of the Environmental Report	SEA STAGE C & D
Consultation on draft LTP (Strategy and Implementation Plan)	Consultation on the Environmental Report (Typically 12 weeks)	
Production of final LTP (Strategy and Implementation Plan	Production of a supplementary or revised Environmental Report if necessary*	
Adoption of LTP	SEA Statement	
Reviewing implementation of LTP (Strategy and Implementation Plan)	Monitoring the significant effects of LTP implementation	SEA STAGE E

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2.12   A consultation was held between November 2009 and February 2010 to gain evidence and the views of the public and stakeholders to help develop the LTP3. The draft LTP3 then underwent full public consultation between July and October 2010.

2.13   During the development of this LTP, the following options have been considered:-

- do nothing scenario;
- do the minimum ;
- do something with limited funding;
- do something to meet objectives with unlimited funding.

How is the LTP Funded?

2.14   Based on the current situation, it is expected that funding towards the implementation of the LTP will come from the following sources:

- Local Transport Plan Maintenance Block:- capital grant from DfT;
- Local Transport Plan Integrated Transport Block – capital grant from DfT;
- Major Scheme Funding:- part funding from DfT with match funding from partners (for schemes of £5M and above);
- Local Sustainable Transport Fund – capital and revenue part funding from DfT with match funding from partners (for smaller schemes of under £5M);
- County Council, developer and third party funding for bus service support, additional maintenance and new infrastructure to support economic development.

2.15   With regard to the Road Safety Partnership Plan, due to the ongoing central Government review of road safety policy, it is difficult to finalise this until the Government report is published.

2.16   The uncertainty over future oil prices also makes it a challenge to plan for the future. Increased fuel prices at the pump may result in people choosing to walk and cycle rather than drive short journeys, contributing positively to the health, quality of life and carbon reduction goals. However, there would be a negative impact on economic growth and equality of opportunity, although predicted increases in traffic levels may be reduced. Locally, we have no control over fuel prices. However, the LTP does include some actions to encourage the use of alternative fuels, such as making the Freight Quality Partnership (FQP) aware of funding opportunities through the NI186 Delivery Plan and ensuring the planning process delivers the provision of electric charging points at new developments.

2.17   Delivery and implementation of the LTP will be the responsibility of the Delivery Partners, especially now with the move towards localism and the Big Society. These partners include Gloucestershire County Council (all departments and Directorates), District, Parish and Town Councils in Gloucestershire, NHS/PCT, Network Rail, Train Operating Companies, Bus, taxi and Community Transport Operators and other local partners.

What policies have influenced LTP3?

2.18   Those policies and guidance documents that have influenced the development of LTP3 are shown below and explained in more detail in Appendix 1.

National and Regional Policy/Guidance/Report
• Guidance on Local Transport Plans
• Eddington Transport Study
• Stern Review
• Delivering a Sustainable Transport System
• Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities,
• The Carbon Commitment (CR4)
• Low Carbon Transport: A Greener Future
• Future of Urban Transport
• National Active Travel Strategy
• Manual for Streets

2.19   Links with local policies include:

- Gloucestershire County Council's Corporate Strategy 2011-2014
- Gloucestershire County Council's Sustainable Community Strategy;
- Local Area Agreements;
- Local Development Frameworks;
- Strategic Infrastructure Development Plan;
- Single Conversation Local Investment Plan;
- Healthy Gloucestershire 2008 – 2018 – Improving health and reducing health inequalities;
- The Gloucestershire Economic Strategy (2003-2014).

3.   Transport in Gloucestershire

Overview

3.1   This section provides an overview of the current transport network within Gloucestershire, including details of travel demand patterns, key pressures on the network, and supporting information that has been used to inform the development of the LTP3 strategy. More detailed information is available in the following supporting documents that can be viewed on the GCC website at www.glouucestershire.gov.uk/LTP:

- LTP2 Annual Progress Reports;
- Central Severn Vale Transport Study;
- Cheltenham and Gloucester Connectivity Study (DaSTS study);
- Gloucestershire Congestion Monitoring Report.

3.2   The key issues for the highway network are:

- Highway maintenance and resilience to climate change in the future with limited budgets;
- Highway capacity and traffic congestion;
- Improving safety;
- Reducing disruption to the network from essential utility works.

What is our Highway Network?

3.3   Within Gloucestershire, there is over 3000 miles of road, of which 80 miles are motorway or Trunk Road (managed by the Highways Agency) and 3,300 miles are local roads managed by the County Council. The breakdown of the highway network is given in the following table:

| Asset Type	Length in kilometres (miles approx)
Motorways and Trunk Roads (Managed by the Highways Agency)	130 (80)
Roads managed by GCC including Principal, Non Principal and unclassified roads	9882 (6200)
Total	**10012 (6280)**

3.4   The full range of transport assets include:

| ASSET TYPE	What is included
Carriageways	Principal, Classified, Unclassified.
Footways/cycletracks	Footways, Pedestrian Areas, Footpaths, Cycletracks.
Structures	Bridges, Culverts, Footbridges, Retaining Walls.
Highway Lighting	Lighting Columns/Units, Heritage Columns, Illuminated Bollards, Illuminated Traffic Signs.
Street Furniture	Non-illuminated Traffic Signs, Safety Fences, Non-illuminated Bollards, Pedestrian Barriers, Other Fencing, Bus Shelters, Grit Bins, Cattle Grids, Trees, Verge Marker Posts.
Traffic Management Systems	Traffic Signals, Pedestrian Signals, Zebra Crossings, Variable Message Signs, Information Systems, Safety Cameras, CCTV Cameras, ANPR Cameras, Real Time Passenger Information.
Drainage Systems	Gullies, Balancing Ponds, Catchpits, Counterfort Drains, Culverts, Filter Drains, Grips, Manholes, Piped Grips, Pumping Stations.
Ancillary Assets	Public Rights of Way & Bridges, Verges, Lay-bys.

3.5   A gross replacement valuation of the asset to support the Whole of Governments Accounts needs to be developed by 2011. It is likely that in the future central government will link annual funding settlements directly to asset valuations to better align funding with needs. Gloucestershire's Transport Asset Management Plan (TAMP) has used most current guidance on asset valuation to develop a gross replacement cost estimated to be in excess of £8.3 billion.

Which roads are most used and congested?

3.6   The principal road network along with the traffic flows is shown below.
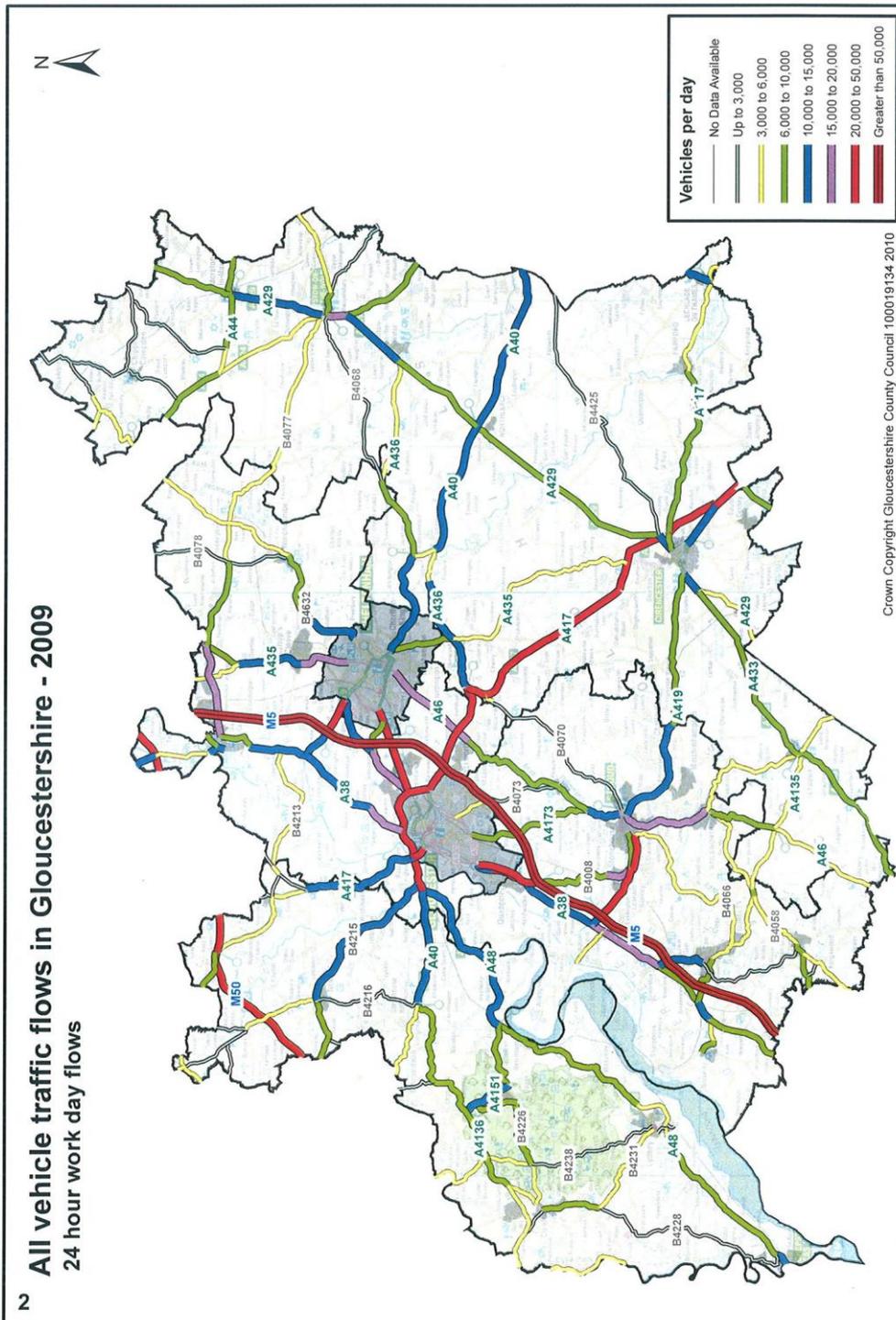
3.7   This demonstrates that (as expected) the M5 motorway is the busiest route in the County, carrying up to 90,000 vehicles a day. More detail on traffic flows can be seen in the Gloucestershire Congestion Monitoring Report at www.gloucestershire.gov.uk/ltp3. Across Gloucestershire, daily traffic flows increased by 6.1% between 2000 and 2006. However, with the exception of the A40, A417 and A38, most corridors have grown more slowly than this.

3.8   The main congestion spots are shown on the map below.
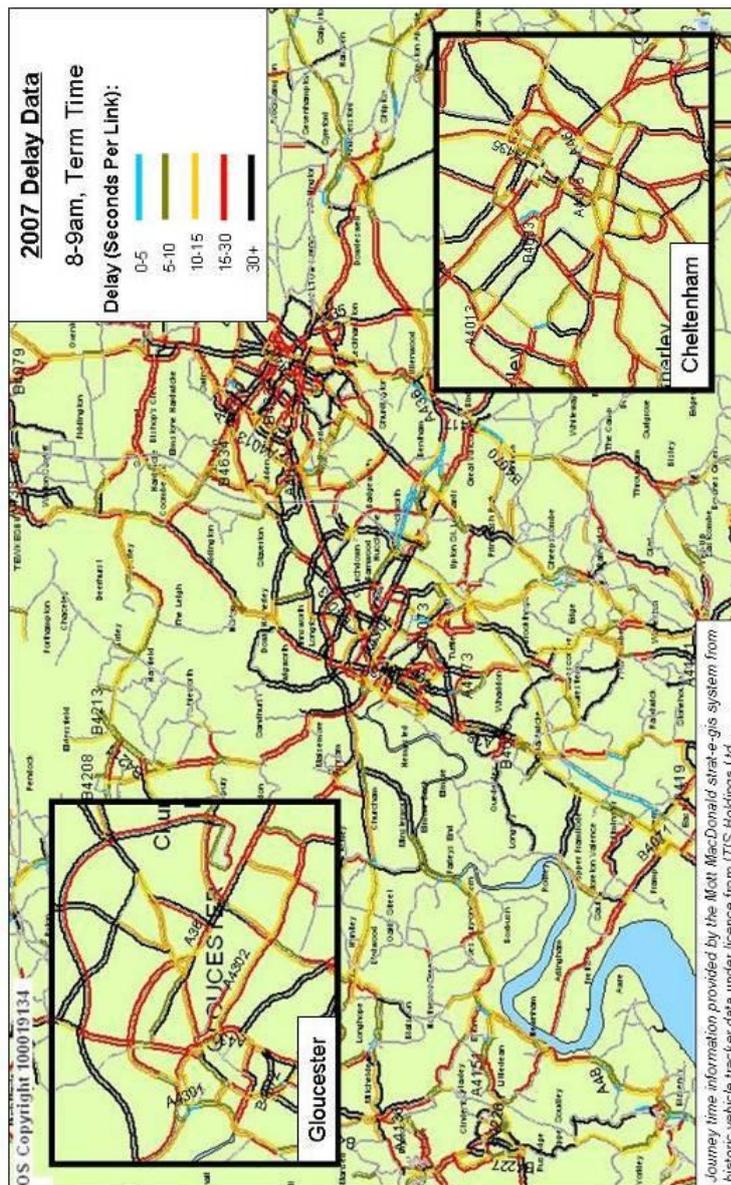
3.9   The most congested junctions are shown on the map below.
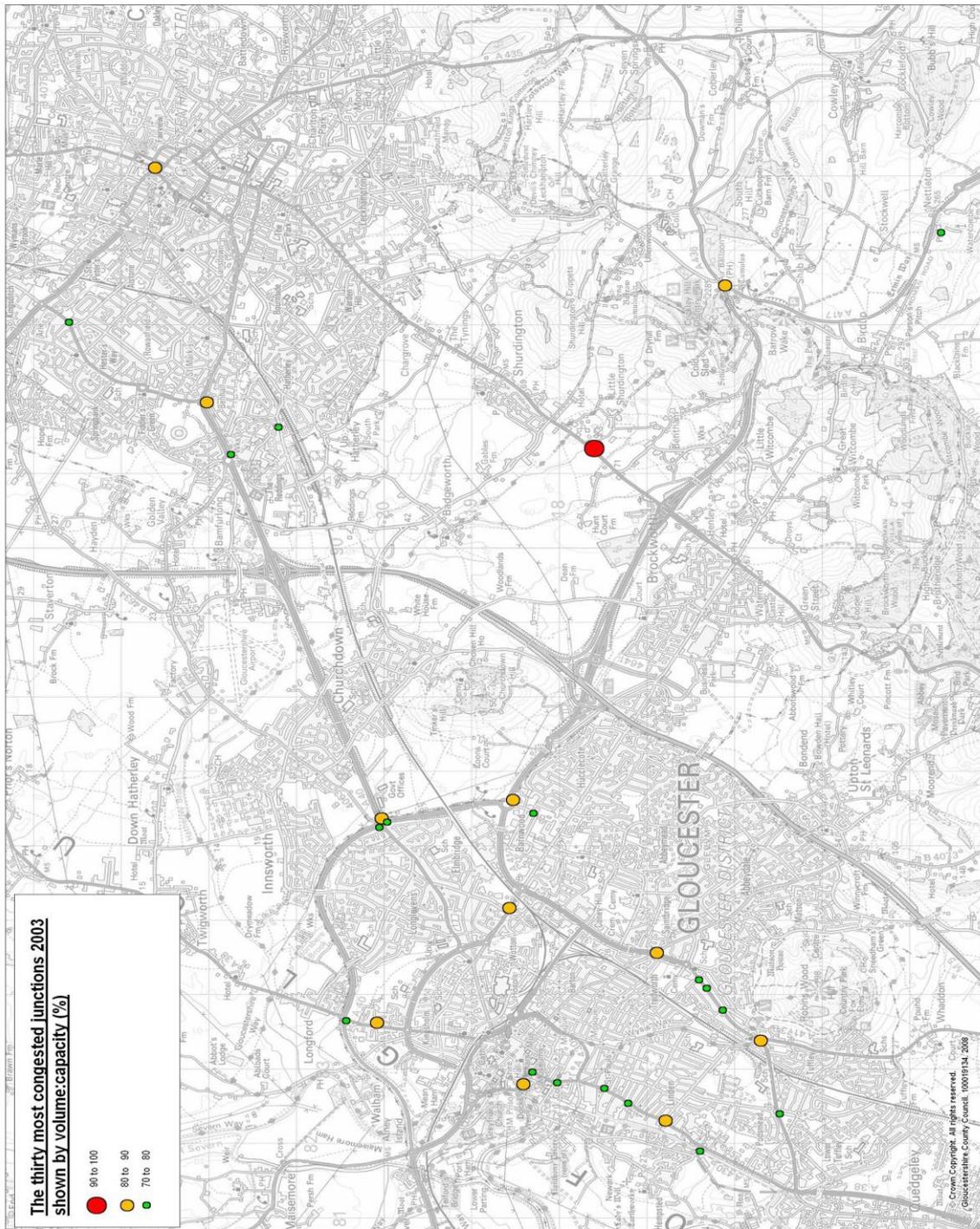
3.10   From the data we currently have for population increase and housing numbers, it is predicted that by 2026, traffic levels will increase to the level shown on the map below. However, growth levels will not be able to be finalised until the local planning authorities adopt their Local Development Frameworks in 2011 and 2012,

Figure 5.8 – Delay at 30 Worst Junctions (2026)

The thirty most congested junctions 2026 shown by volume:capacity (%)

- 100 to 108
- 90 to 100
- 80 to 90
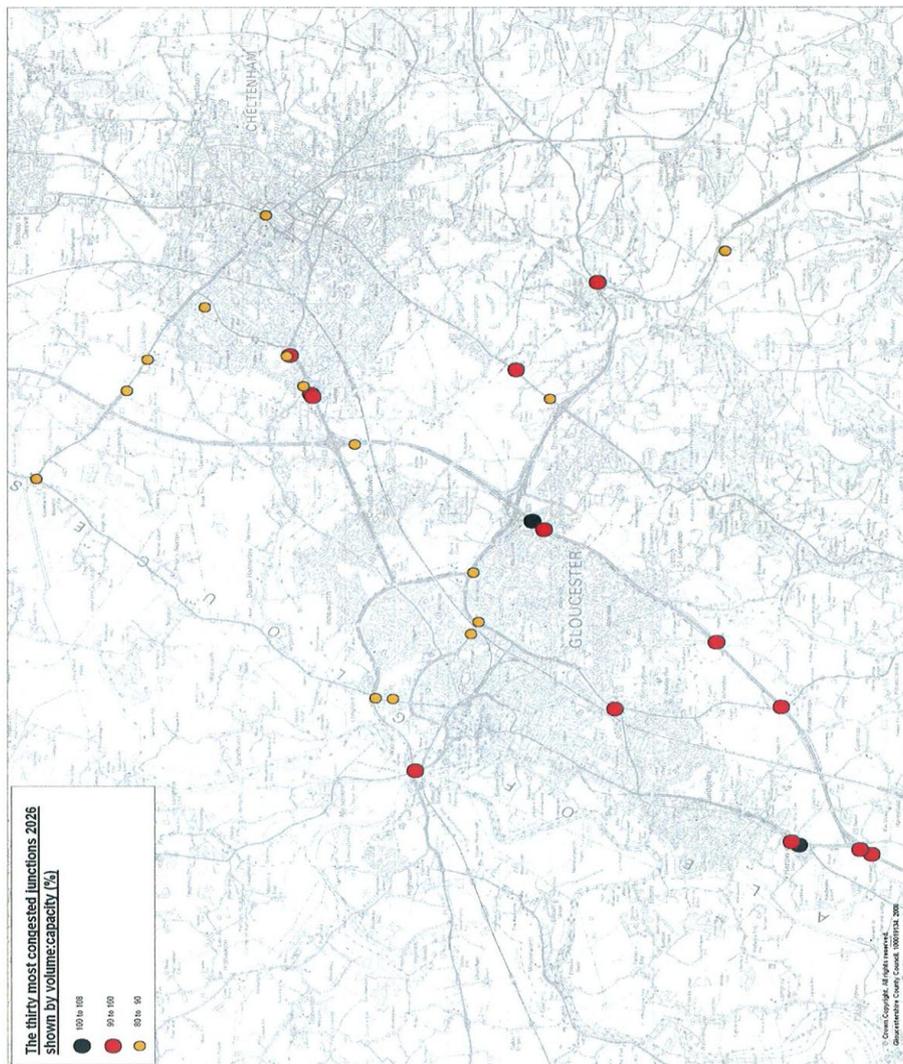
Central Severn Vale Transport Strategy – Baseline Report

5064350/CSVTS Baseline Report V1Client.doc

How many people own cars?

3.11   The level of car ownership in Gloucestershire is higher than the national average with 81.3% of all households having access to a car in the region compared to 73.2% at the national level (2001 Census data).

How do people travel to work?

3.12   Information on the way we travel to work is gathered using annual household surveys. This is used to calculate the mode share of car journeys to work in the Central Severn Vale area. The results of this survey for 2004 – 2007 are set out below. These results mirror those from the 2001 Census, showing that the car continues to be the most popular way to travel. The proportion of journets made by car has only fluctuated slightly over the period 2004 – 2007.

Household Survey Trend Data for CSV Mode Share Travel to Work (%)					
	2004	2005	2006	2007	2008
Car (single occupancy)	54.8	55.3	55.2	54.3	52.3
Car (share)	8.0	8.5	8.4	7.9	7.8
Public Transport	5.8	4.8	4.6	4.5	5.8
Walk	13.2	12.4	12.5	11.7	12.9
Cycle	6.2	6.4	6.3	8.2	8.4
Motorcycle	1.1	1.2	1.4	1.4	1.4
Home working	10.9	11.3	11.6	11.0	11.4

3.13   Travel to work movement patterns identified in the 2001 Census are shown on the following map.

Travel to Work - Commuter Flows
Number of trips - Census 2001

■	6,000 to 10,000
■	5,000 to 6,000
■	4,000 to 5,000
■	3,000 to 4,000
■	2,000 to 3,000
□	1,000 to 2,000

Rail line
Motorway
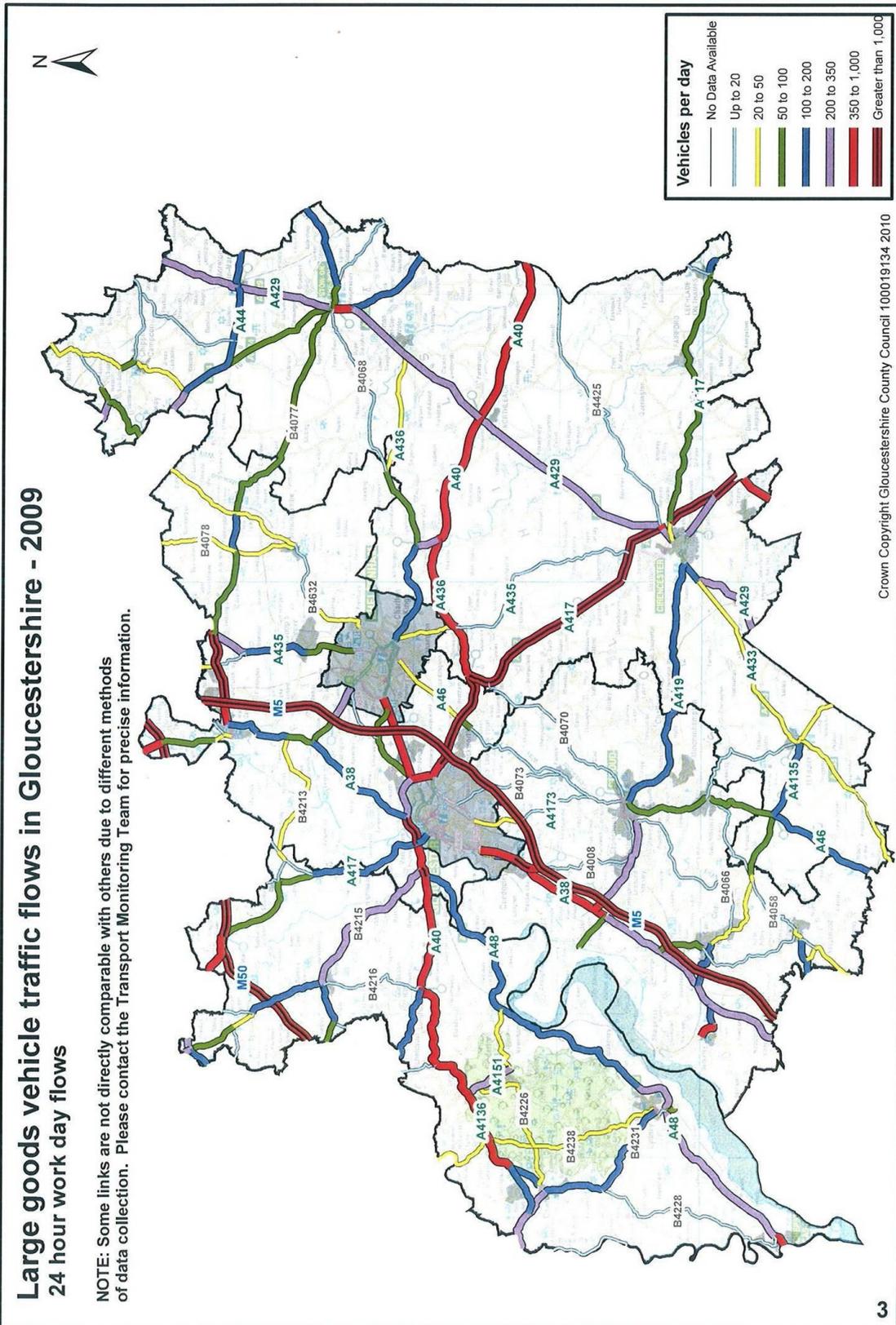A Road
Rail Station
Gloucestershire District Boundaries

How freight is transported?

3.14   The key issues for freight transport in the county are:
- The capacity of the highway network, especially the A417 and M5 Junctions 10, 11A and 12;
- Whether the Cotswolds Lorry Management Zone (LMZ) should be continued and/or extended to other parts of the County;
- Whether a freight consolidation centre should be developed to serve Cheltenham and Gloucester, with smaller electric vehicles coming into the town and city centres;
- How to provide more appropriate lorry parking facilities;
- The opportunities for sea and rail to play more of a role.

Road freight

3.15   Road based freight flows are shown on the following map.

Large goods vehicle traffic flows in Gloucestershire - 2009
24 hour work day flows

NOTE: Some links are not directly comparable with others due to different methods of data collection. Please contact the Transport Monitoring Team for precise information.

Crown Copyright Gloucestershire County Council 100019134 2010

Vehicles per day

No Data Available
Up to 20
20 to 50
50 to 100
100 to 200
200 to 350
350 to 1,000
Greater than 1,000

3.16   The County has developed an Advisory Freight Route map in conjunction with the Gloucestershire Freight Quality Partnership, showing the current Cotswolds Lorry Management Zone (LMZ) and other appropriate routes for Heavy Goods Vehicles.
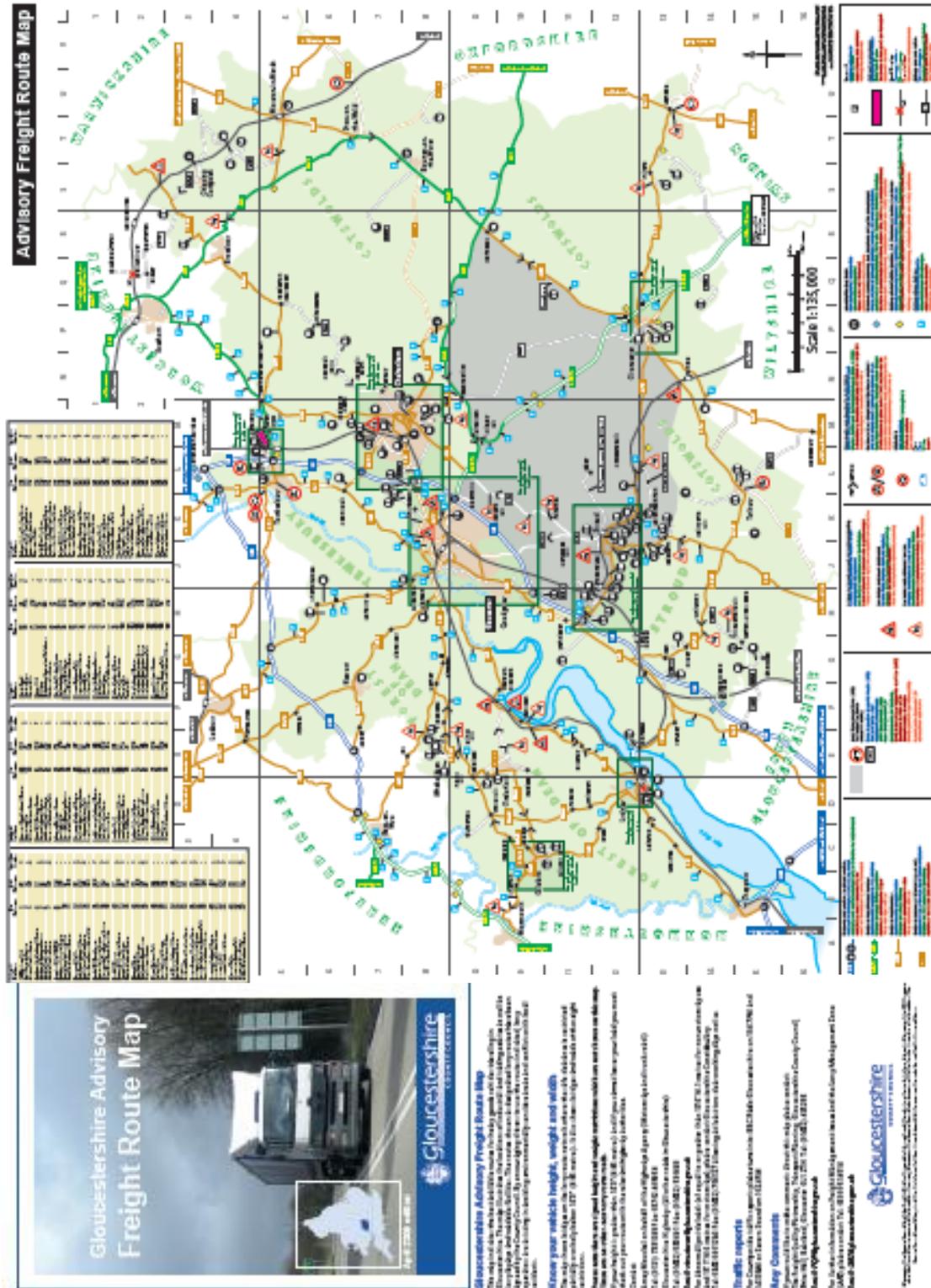
3.17 The Advisory Freight Route map produced by the County Council shows motorways and routes to be used for through journeys, local journeys or for gaining access for loading and unloading.

3.18 The Gloucestershire Highways County Lorry Monitoring report for 2007-08 shows that 1.3% of vehicles recorded on key rural routes within the County were heavy goods vehicles (HGVs), distributed as follows:

West of Severn	1.9%
Severn Vale	0.5%
Cotswolds Area	1.2%

3.19 The Advisory Freight Route map also shows the locations of industrial estates, lorry parking areas and motorway service stations.

Freight by Sea and Rail

3.20 Gloucestershire has a strong shipping heritage, as demonstrated by the extensive Gloucester Docks complex and the Gloucester and Sharpness Canal linking to the Severn estuary. Nowadays, Gloucester is primarily a leisure port, and commercial shipping in the County is limited to small scale operations at Sharpness Docks. The harbour at Lydney is similarly a leisure port.

3.21 Gloucestershire has one commercial sea port at Sharpness that deals with bulk trade (mainly aggregates, scrap metal and other bulk products) with routes to France, Spain and Portugal. Entrance to the port is restricted by tide. There is currently only road access to the port.

3.22 There are currently no dedicated rail freight terminals in Gloucestershire and all railfreight is transiting through the county. The Ministry of Defence do run trains to their base in Ashchurch, but this service is not available for general use.

What is our approach to road safety?

3.23 Across the County there have been substantial and sustained reductions in the numbers of road deaths and serious injuries. Local initiatives have been a major contributor to that and it is hoped that this will be sustained and developed into the next decade.

3.24 Currently, the key issues for road safety are:

- Whether to prioritise routes when identifying safety improvements or just to respond to spot locations;
- The need to develop clear criteria for the introduction of 20mph zones;

- To consider the evidence and advice from Government following the national speed limit review;
- To continue to target young drivers, motorcyclists and alcohol and drug related driving in education programmes;
- To continue with mobile and fixed safety cameras at locations based on road safety data.

3.25   The total number of reported road deaths and serious injuries in Great Britain fell by 40% from an average of 47,656 per year in the period 1994 to 1998 to 28,572 in 2008. Local actions have contributed to major parts of this 40% reduction. For example, by 2010 the DfT estimate that a decade's worth of local authority safety engineering is saving in the order of 500 lives and 3,500 serious injuries a year, with local road safety education likely to be saving a similar level of casualties. By 2004, safety enforcement cameras contributed towards reductions of about 100 deaths and 1,650 serious injuries per year. The financial value alone value of the casualties saved by these three areas is in the order of £5bn per year.

3.26   The numbers of people killed or seriously injured in Gloucestershire annually from 1983 onwards is shown on the following page. The figures for 2009 have been encouraging with the lowest number of both deaths and serious injuries since the boundary changes of 1974.

3.27   The Government's consultation in April 2009 sought views about a vision and targets and measures for improving road safety in Great Britain for the period beyond 2010. A new national road safety strategy beyond 2010 should be available at the end of the year.

Killed and Seriously Injured
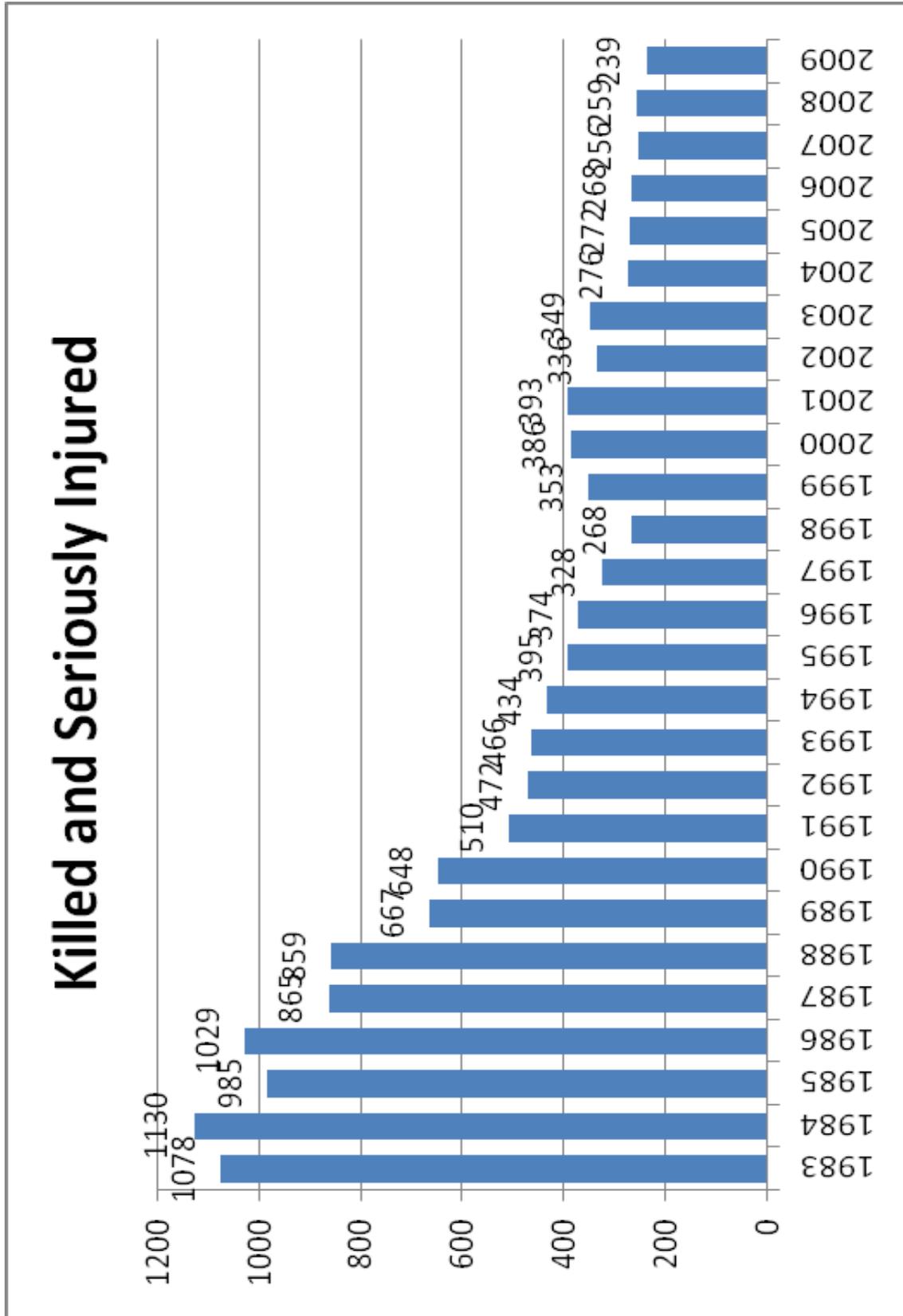
3.28   In Gloucestershire, the average number of people killed or seriously injured (KSIs) on our roads between 2004 and 2008 is shown below.

	Current 2004-8 average
People KSIs	266
Children KSIs	18

The rail network in Gloucestershire

3.29   Gloucestershire is served by three main railway lines, these being:

- Birmingham to Bristol main line;
- Gloucester (Standish Junction) to Swindon;
- Newport (Severn Tunnel Junction) to Gloucester.

3.30   There are nine stations on this network in Gloucestershire, and the key information on the facilities offered at these stations is summarised in the following table:

Station	Main route services to/from	Parking capacity at 9am	Bus service	Immediate Taxi availability	Dedicated Cycle Parking
Cheltenham	Gloucester, London, Birmingham, Bristol & beyond	At capacity	To town centre	Yes	Yes
Gloucester	Cheltenham, London Birmingham, Bristol & beyond	At capacity	5 minutes walk from bus station and City Centre	Yes	Yes
Moreton in Marsh	Worcester, London	Near capacity	Infrequent	Infrequent	No
Lydney	Gloucester, Cheltenham, Cardiff	At capacity	No	No	No
Ashchurch	Cheltenham, Bristol, Birmingham	Spaces available	To Tewkesbury	No	Yes
Cam & Dursley	Bristol, Gloucester	At capacity	No	Infrequent	Yes
Stroud	Cheltenham, Gloucester, stations to London	At capacity	5 minutes walk to town centre	Yes	Yes
Stonehouse	Cheltenham,	At capacity	5 minutes	No	Yes

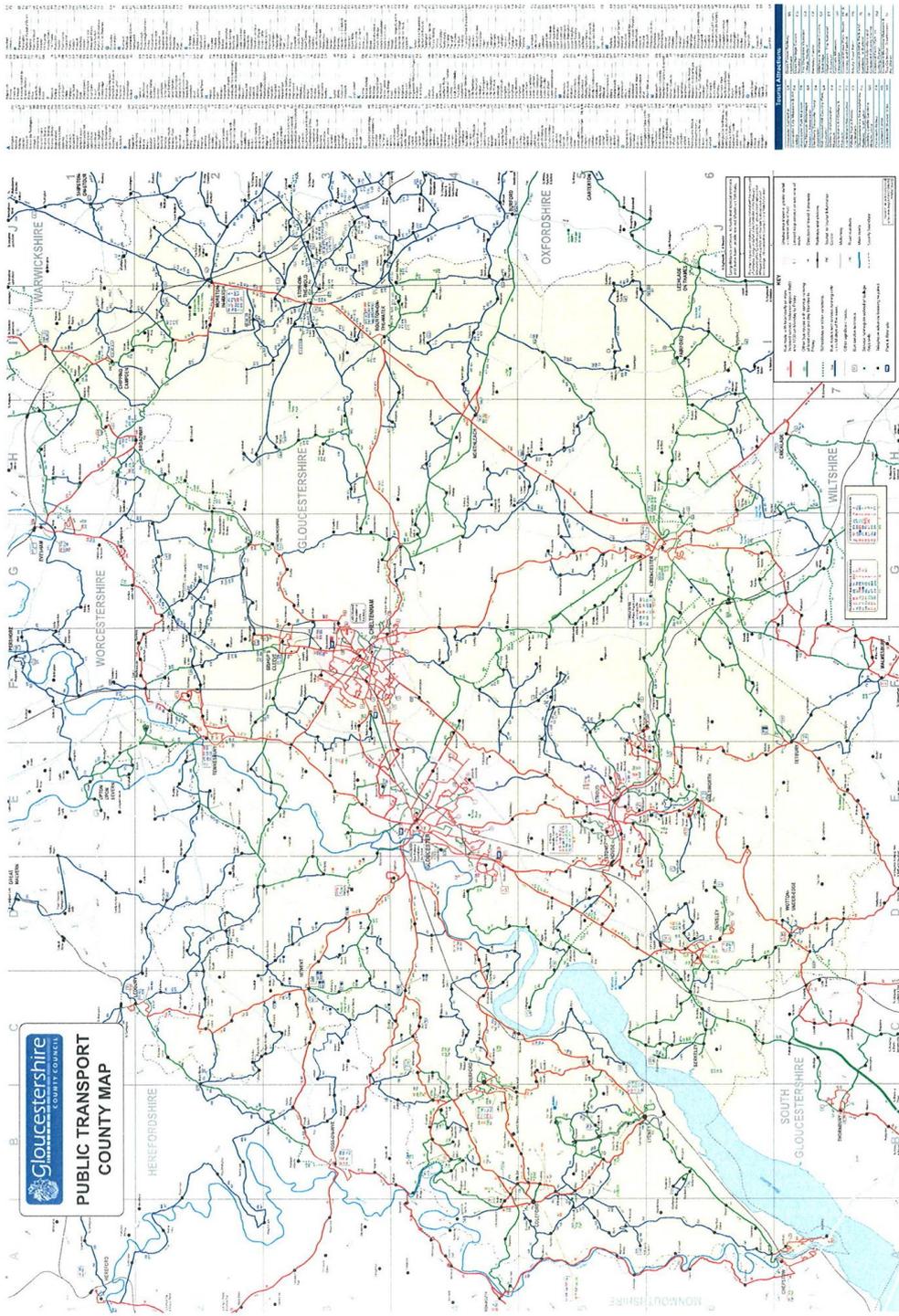|	Gloucester, stations to London		walk to town centre		
Kemble	Cheltenham, Gloucester, stations to London	Near capacity	No	Infrequent	Yes

3.31   The rail services that connect Gloucestershire with the rest of the country are shown in the following diagram.
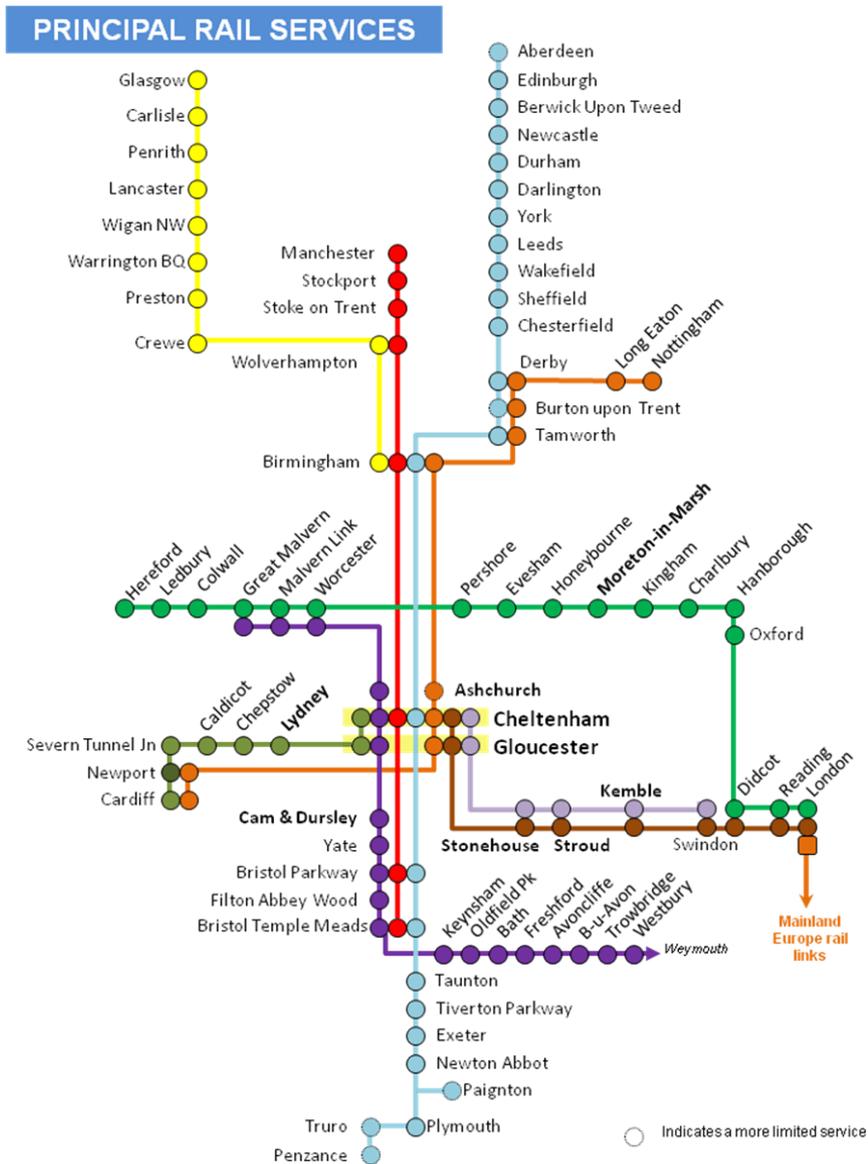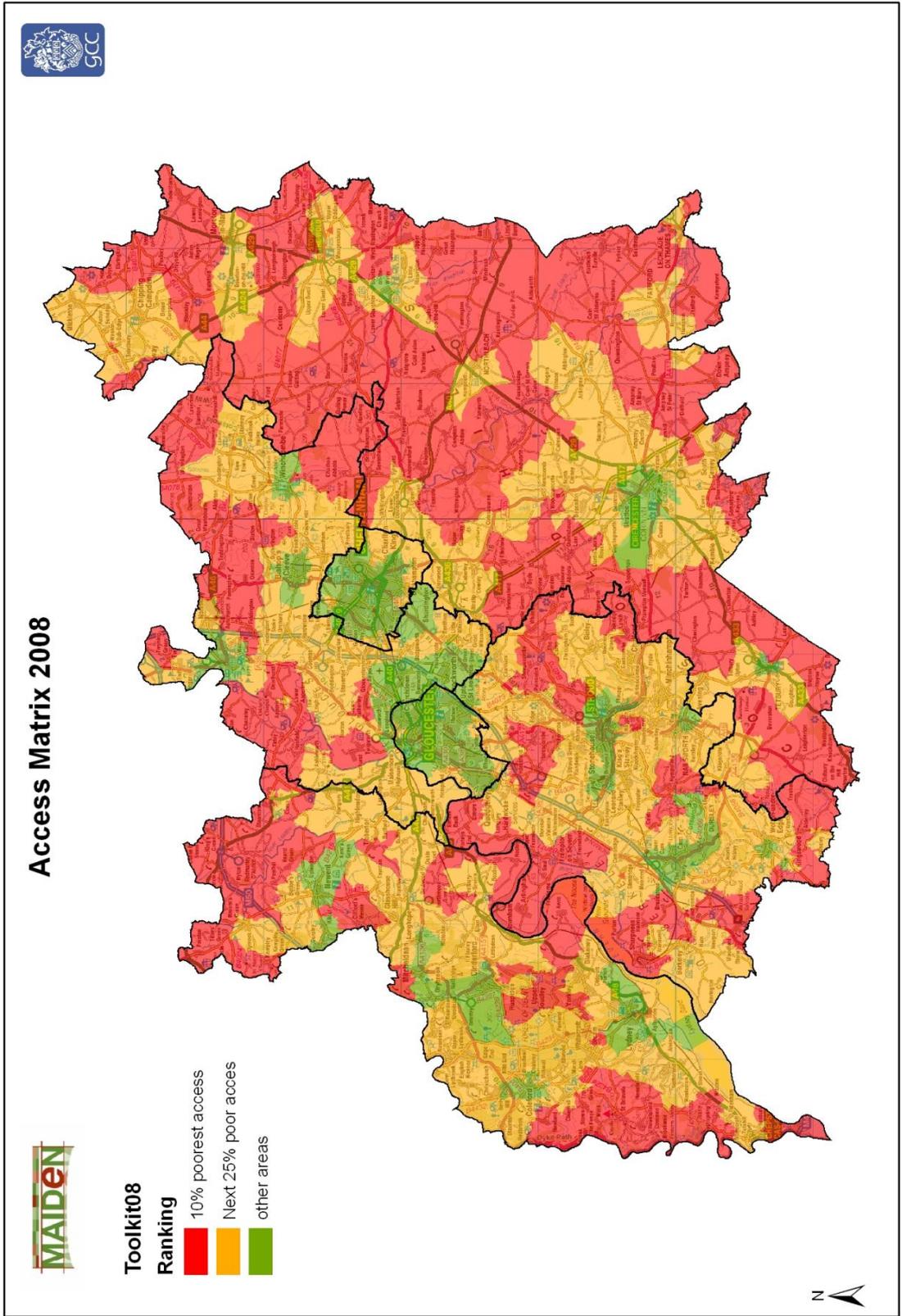

The bus network in Gloucestershire

3.32   Bus services within Gloucestershire are operated by private sector companies, many with subsidy from Gloucestershire County Council.

3.33   Over 21 million passenger trips are made annually on local buses in Gloucestershire on a network of over 150 services. In 2009, 18 million trips were made on the commercial bus network, 2 million trips on the supported bus network, 1 million trips on Park & Ride and 220,000 trips on community transport.

3.34   Patronage is rising, helped by the introduction of free concessionary travel for people with disabilities and those aged over 60 and accessibility has consistently exceeded our local target. (88% of households within 30 minutes of a GP surgery).

3.35   As Gloucestershire is predominantly a rural county, only the daytime services on routes within and between Cheltenham and Gloucester operate on a commercial basis (without the need for subsidy), with the remainder being financially supported by the County Council. Some works bus services also operate within the County, whilst a significant number of school transport contracted services also operate across Gloucestershire.

3.36   The only national company to operate local buses within Gloucestershire is Stagecoach. Several smaller companies are based within the County operating a variety of mainly rural routes.

3.37   Although most areas of the County have access to a bus service, very rural areas may only have a very infrequent service, therefore reducing accessibility levels to key services in comparison to that provided by traditional scheduled public transport services.

3.38   The current bus service network is shown on the following map.

PUBLIC TRANSPORT COUNTY MAP

Access Matrix 2008

MAIDEN

Toolkit08
Ranking

- 10% poorest access
- Next 25% poor acces
- other areas

SCALE: 1:350,000

Research Team SL Date: 06/11/08

This map is reproduced from (or based upon) the Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office (c) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Gloucestershire County Council 100019134 2008.

3.39   In the preceding map, the red areas are those with the least access by using traditional scheduled public transport services, although this does not take account of community transport provision or informal arrangements such as carsharing.

3.40   Gloucestershire is also served by long distance coaches operated by National Express and Megabus. These predominantly serve Cheltenham, and Gloucester, although some other County destinations are served including Charlton Kings, Cirencester, Stroud and Newent.

Provision of Community Transport Services

3.41   Within Gloucestershire, several community transport schemes are operational, each generally covering a District Council area. Full details of community transport in Gloucestershire can be found on the Community Transport Network a2binfo.net and in the Community Transport Guide at www.gloucestershire.gov.uk/environment.

Walking and Cycling

3.42   Nearly all of us walk for part of every journey and some of us walk the whole journey. However, household survey data suggests that only 13% of us walk to work. The level of cycling is increasing, with 8.4% of us cycling to work in Gloucestershire in 2008.

3.43   The cycling network is the highway network (other than motorways) with the addition of off road cycleways and some shared routes with pedestrians.

3.44   Maps showing how the highway network can be used for cycling and off road cycle routes are available for Gloucester, Cheltenham, Stroud and Tewkesbury from Gloucestershire County Council, libraries and tourist information offices. Details of how to obtain these can be found at www.gloucestershire.gov.uk .

Provision of car clubs and carsharing

3.45   A Community Car Club operates in Stroud and a Car Club has just commenced in Gloucester, providing cars that can be rented by the hour, allowing people the flexibility to potentially sell their own car, walk or cycle for local journeys and rent a car when there is no alternative.

3.46   To help people find partners to car share with, carsharegloucestershire.com is available. Currently over 1600 people are registered.

Airports in Gloucestershire

3.47   Gloucestershire has a rich aviation history, with several former military air bases located within the County and many aviation engineering companies are still based in the Gloucester area. Today there remains one major military air base (RAF Fairford), one smaller military facility (Upper Rissington), one commercial airport focussed primarily on business travel (Gloucestershire Airport, located between Cheltenham and Gloucester), an airfield that primarily operates as a centre for

gliding (Aston Down) and Cotswold Airport at Kemble, which serves a range of private and preservation interests.

3.48   In 2009 there were over 70,000 passenger trips through Gloucestershire Airport and it has recently obtained planning permission for the upgrading of runway facilities to ensure that it can adhere to current operational requirements set by the Civil Aviation Authority.

3.49   Constraints formed by surrounding development mean that Gloucestershire Airport is unlikely to significantly expand operations during the LTP3 period. Therefore, the focus for commercial air travel to and from Gloucestershire will continue to be on the major airports located in the South East, West Midlands, and at Bristol and Cardiff.

Development Pressures

3.50   At the time of writing, the District Councils are currently reviewing their development projections. Therefore, LTP3 will need to be flexible to take account of the Local Development Frameworks when they are finalised. The review of LTP3 scheduled for 2013/14 will allow for this.

3.51   To meet this projected growth, investment will be required to supply and improve the transport infrastructure and services needed to ensure people can access employment and services easily and environmentally sustainably. The Central Severn Vale Transport Study identifies that new developments will need to provide:-

- A package of public transport, walking and cycling links between the development site and a range of services and employment sites;
- Highway improvements to mitigate the traffic impact of the development;
- Improvements to transport corridors between;-
    - South Gloucester - Gloucester City Centre (part of CSVTS Corridor 5);
    - Gloucester City Centre - Cheltenham Town Centre (part of CSVTS Corridor 1);
    - Cheltenham Town Centre - Bishop's Cleeve (part of CSVTS Corridor 7);
    - Other corridors identified within transport assessments.

3.52   The policies and implementation plan within the LTP will inform the Strategic Infrastructure Delivery Plan (SIDP) and the District Council's Local Development Frameworks, although infrastructure and services that are required specifically for each development will be identified through detailed transport assessment and not within the LTP.

3.53   Proposers of new development will have to ensure that they meet accessibility criteria set out in the supporting document Guidance on Contributions related to Accessibility: www.gloucestershire.gov.uk/ltp3.

Further information

3.54   For more information on the current state of transport in Gloucestershire, please refer to the following:

- LTP2 Annual Progress Reports;
- Central Severn Vale Transport Study;
- Gloucester and Cheltenham Connectivity (DaSTS) Study.

These are available at www.gloucestershire.gov.uk/ltp3.

4.   Consultation and Option Assessment

Consultation Feedback – What did you tell us?

4.1   There have been two phases of public consultation to inform the development of LTP3. The first phase of consultation took place between November 2009 and February 2010. This informed the development of the draft LTP3. Consultation on the draft LTP3 was then held between July 2010 and October 2010.

4.2   The first phase of consultation consisted of a questionnaire, a series of 11 Countywide workshops and an online discussion forum. The questionnaire received a total of 501 responses and 150 participants attended the workshops.

4.3   The consultation was widely advertised using a variety of communication channels including community contacts, District and Parish Councils, statutory stakeholders and consultees and the media through use of press releases.

4.4   The questionnaire and workshops asked people to prioritise actions in response to the five goals set by the DfT that LTP3 needs to address. The top priority actions that people wanted were:

- Improve road maintenance and manage congestion on key local roads;
- Improve bus and rail services to improve access to services for those without use of a car;
- Improve road safety, with more education and enforcement;
- Reduce impact of traffic, especially from new development;
- Change travel habits (more walking and cycling) to reduce CO_2.

4.5   The second phase of consultation involved the publication of the draft LTP3 document along with a questionnaire to help people respond. A total of 249 completed questionnaires and an additional 42 written responses were received.

4.6   Every policy and principle in the draft LTP received a greater amount of support than opposition. The second consultation therefore supported and reinforced the findings from the first round of consultation.

4.7   In addition, the LTP has also been informed by the consultation on the Joint Core Strategy for Tewkesbury, Cheltenham and Gloucester and also the Gloucestershire County Council "Meeting the Challenge" public conversation.

4.8   The full consultation report is available at www.gloucestershire.gov.uk/ltp3.

Appraising the Options

4.9   In the development of LTP3, the Central Severn Vale Transport Study assessed the following strategy options:

- A do minimum highway based strategy (just those schemes already programmed);

- Medium Investment Highway Strategy;
- High Investment Highway Strategy;
- Public Transport focussed Strategy;
- Smarter Choices focussed strategy (focusing on walking, cycling, marketing public transport, carsharing).

4.10   An appraisal methodology was developed to assess the impact that the schemes and interventions would have on the 5 goals and was also modelled to determine the impact on traffic levels by 2026. The public transport focussed strategy with smarter choices (marketing) interventions had the greatest positive cumulative impact on the 5 goals. Therefore, it is proposed that LTP3 focuses on improving public transport, the promotion of walking and cycling and other low carbon modes. This should be underpinned by maintaining the highway network and safety and ensuring appropriate measures are in place to mitigate the impact of development.

4.11   The schemes included within LTP3 have undergone an appraisal to determine their benefits in terms of the five national goals. The method used can be seen in the Central Severn Vale Transport Study at www.gloucestershire.gov.uk/ltp3.

Strategic Environmental Assessment, Health Impact Assessment and Habitats Regulations Assessment

4.12   European Directive 2001/42/EC and UK Statutory Instrument 2004/1633 both require an assessment of the impact of plans such as Gloucestershire's LTP3 would have on the environment. This assessment is known as a Strategic Environmental Assessment (SEA). An SEA Statement will be published alongside LTP3.

4.13   In addition to an SEA, a Health Impacts Assessment (HIA), Habitats Regulations Assessment (HRA) and Equalities Impact Assessment (EIA) have been conducted on the proposals in LTP3. The HIA was integrated into the SEA process.

4.14   The HRA ensures that Appropriate Assessment is conducted where any plan, alone or 'in combination' with other plans, could have an adverse affect on the integrity of international sites. These sites include Special Protection Areas (SPAs), designated under the Birds Directive1, Special Areas of Conservation (SACs) and candidate SACs designated under the Habitats Directive2. Sites designated under the RAMSAR wetlands convention are also included in appropriate assessment as specified in Natural England guidance.

4.15   The SEA and HRA conducted on LTP3 highlighted that transport schemes such as changes to the highways network, infrastructure for new development, freight consolidation centre and Park & Ride schemes may all have a negative impact on soils, waste and resources, landscape character, some habitats and biodiversity, mainly during construction of the schemes.

4.16   It is recognised in both the SEA and HRA that further work is needed at project design level to determine the actual impacts of each scheme both during

43

construction phase and following periods. For many of the schemes, long term benefits are likely due to potential transfer from private car to public transport, walking and cycling. For example, it is not known whether bus corridors, which have been assessed in relation to eight out of the ten international sites, would actually involve any new construction, or what the likely effects of the schemes would be on bus and overall traffic flows.

4.17   Once further information is known on specific schemes, it will be possible to devise appropriate avoidance and mitigation measures that are scheme-specific. This will be undertaken using current planning and highway legislation and guidance aswell as providing scheme promoters with local guidance such as Manual for Gloucestershire's Streets and Gloucestershire Highways Biodiversity Guidelines. With regard to the UK Habitats Regulations, any development project that could have an adverse effect on the integrity of an international site will not be in accordance with the LTP.

4.18   The Health Impact Assessment identified that the LTP3 programme had mainly a minor positive effect. However, due to the heavy dependence on third party funding for smarter choices and active travel projects, the assessment of the active travel objective has been amended to "uncertain". Issues such as noise and air quality will be mitigated where possible by engaging in the noise action planning process and air quality action planning. The HIA indicates that programmes to encourage walking and cycling will have to be sustained in order to ensure that LTP3 policies and actions maintain a positive impact on health.

4.19   The Equalities Impact Assessment has been undertaken to identify if LTP3 will have any negative effects in terms of discrimination or equality. The assessment found that at the strategic level there are no adverse impacts foreseen. However, when each scheme is designed, a further EIA will be conducted to identify any impacts.

4.20   The SEA, HRA, HIA and EIA can be found at www.gloucestershire.gov.uk/ltp3.

5.   A Greener Healthier Gloucestershire

Overview

5.1.   This section identifies how transport can contribute to a greener healthier Gloucestershire.

5.2   The national LTP goals related to a Greener Healthier Gloucestershire are:
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.

5.3   The topics and issues that are covered in this section are:
- Active Travel and Smarter Choices;
- Rights of Way;
- Air quality management areas;
- Noise reduction.

Policies to promote a Greener, Healthier Gloucestershire

5.4   The table below contains the list of principles and policies to promote a Greener, Healthier Gloucestershire.

P5a	Resources available for promoting cycling and making improvements to routes and infrastructure will be prioritised towards utility cycling (to access employment and services).
P5b	All new highway schemes designed by the Highway Authority, developers or scheme promoters need to be designed in accordance with principles of Manual for Gloucestershires Streets (MGS). MGS is primarily based on Manual for Streets and includes reference to the County's Cycle Infrastructure Design Guide. All schemes on the local highway network will be subject to appropriate audits (including Road Safety, Mobility, Walking, Cycling and Quality Audits) before final designs are approved.
P5c	Minimum covered and secure cycle parking facilities will be required for all new developments in accordance with national and local standards.
P5d	The County will comply with any statutory duty it may have in future in respect of air or noise pollution resulting from traffic on the highway authority network.
P5e	Through the planning process, developers and scheme promoters will be required to undertake assessments to determine if their development or scheme will be subject to or create poor air quality or noise in excess of the thresholds as advised by Government and to commit to mitigating those effects.

P5f	Travel plans will be required for new development in accordance with the thresholds in the DfT's "Guidance on Transport Assessment". Where a development is deemed to require a travel plan, a legal agreement or a unilateral undertaking will be the mechanism used to secure the development of the travel plan and any contributions required to support its implementation. A bond may also be required if a travel plan states that certain targets will be reached. A contribution towards costs of monitoring the travel plan will also be required as contained in GCCs schedule of fees and charges.
P5g	We will seek contributions from developers towards the cost of starting and operating car clubs until such time that they can be proven to be commercially viable through a suitable business plan, including the capital costs of installing parking bays and parking restrictions where required.
P5h	We will seek contributions from developers towards the costs of installing electric vehicle charging points or require by condition the installation of charging points.
P5i	The management of street trees will be undertaken in accordance with the guidance contained in the Manual for Gloucestershire Streets.
P5j	Motorcycles will be permitted to use bus lanes unless a safety audit advises otherwise at specific locations.
P5k	In determining how to provide for those using mobility scooters and to avoid potential safety concerns and conflict with other footway and highway users, reference will be made to current national Government guidance and legislation covering the use of mobility scooters.

5.5   These principle and policies are supported by the following actions:

We will work with others to identify alternative funding sources to improve the network of routes used purely for leisure cycling.
Where possible, cycle parking or storage facilities should be provided at key destinations such as town centres, schools, transport interchanges and we will encourage businesses and other land owners to do the same.
Employers will be encouraged to sign up to the DfT's Cycle to Work Guarantee, as outlined in the National Active Travel Strategy.
We will continue to work with the District Councils to help them develop and implement action plans in each of the AQMAs in Gloucestershire.
We will work with the National Health Service and other parties to seek funding to apply the principles of the Tewkesbury Count Me In Projects to

other areas in the County.

We will work with the Government on the implementation of the Noise Action Plan where appropriate. The County will continue under the Local Transport Plan to tackle noise pollution through aims to reduce the impact of road traffic and to increase opportunities for sustainable and active travel. In addition, the County will also encourage the Highways Agency (as the body responsible for the motorways and some of the trunk road network in the County) to implement a strategy for tackling noise pollution as part of their route management strategies.

At each major LTP review, we will review and update the county wide Advisory Freight Route Map if necessary to provide information on the most appropriate routes across the County. Environmental weight limits will be considered where appropriate and Parish and Town Councils can monitor these through Lorry Watch schemes if they desire.

5.6   The related indicators that will be monitored are:
- CO_2 reduction from LA operations (reducing business mileage);
- per capita reduction in CO_2 emissions;
- Children travelling to school – mode of transport usually used;
- Number of cycling trips;
- Number of walking trips.

How will we promote walking, cycling, public transport and carsharing? ('Smarter Choices' and 'Active Travel')

5.7   Evidence suggests that 'Smarter Choices' are more cost effective at meeting the LTP goals than other measures, especially to reduce CO_2, improve health and quality of life and also to reduce traffic congestion by taking short trips off of the network.

5.8   The proposed actions are to:
- Require developers to submit and fund travel plans for their new sites;
- Work with partners to resource travel planning support for businesses;
- Bid for funding that may arise for projects similar to Tewkesbury Healthy Towns and travel marketing projects;
- Support funding bids to improve cycling infrastructure, especially to schools and employment sites;
- Support the marketing of the county's car share scheme 'carsharegloucestershire.com;'
- Use developer funding to kick-start a car club in Cheltenham to link to the Gloucester Car Club and potentially the Stroud Car Club;
- Require highway designers and developers to comply with the principles and guidance in the Manual for Gloucestershire Streets.

5.9   As part of their travel plans, employers in the County will be expected to adopt the Cycle to Work Guarantee, which includes:

- Secure, safe, and accessible cycle parking facilities for all staff who want them;
- Good quality changing and locker facilities for all staff who want them;
- Offsetting the cost of cycling equipment and save on the tax through the 'Cycle to Work scheme' (subject to current tax regulations and administrative costs);
- Cycle repair facilities for cyclists on or near site;
- Training, reward and incentive programmes to achieve targets for more cycling.

5.10   Gloucestershire County Council, as a major employer in the County, will lead by example by introducing the measures not already provided.

5.11   Should funding be available over and above that required for maintenance and safety, capital spend could be prioritised to install infrastructure to improve walking and cycling routes, but the main call will be on revenue budgets and on developer and grant funding.

5.12   The work done for the Central Severn Vale Transport Study (CSVTS) has estimated that ideally £4M of revenue funding per year would be required to support Active Travel and Smarter Choices programmes. In the short and medium term financial climate this is unlikely to be realised although bids to the Local Sustainable Transport Fund and third parties such as the NHS will be considered.

How can we help improve air quality?

5.13   Transport can be a major contributor to poor air quality. It is the responsibility of the District Councils to monitor air quality in their areas and to declare an Air Quality Management Area (AQMA) where air quality falls below a certain level. The District Council then has the responsibility to develop an action plan within 18 months of declaring an AQMA. It is the responsibility of the Highway Authority and Highways Agency to participate in the development of the action plan.

5.14   At present there are a number of AQMAs in Gloucestershire as shown on the following map.

GLOUCESTERSHIRE
Air Quality Management Areas 2010

Key:

Revoked
Current
Monitoring Continuing

5.15   The causes of poor air quality and the proposed solutions may differ from one AQMA to another.

5.16   Gloucestershire County Council, as the Highway Authority, will continue to work with the District Councils to help them develop action plans in each of the AQMAs in Gloucestershire.

How will we help to control noise from transport?

5.17   The National Noise Action Plan is designed to address the management of noise from major roads and major railways in England. The new regulations come under the directive commonly referred to as the Environmental Noise Directive (END).

5.18   The Environmental Noise Regulations 2006 place a responsibility on the Government to produce noise maps when certain conditions are met, including agglomerations where the population exceeds 250,000, or for major roads and railways. The nearest conurbation of this size to Gloucestershire is Bristol and no noise mapping exists for settlements in Gloucestershire at present under Round One of noise mapping. In Round Two (yet to commence), noise mapping is due to be completed by 2012 for urban areas with a population of over 100,000 which includes both Cheltenham and Gloucester.

5.19   There is currently no mapping of background noise or transport noise on a Countywide scale. However, the Government[1] has produced noise maps for major roads, including the M5, M50, A417 and A46, and for the rail line between Cheltenham and Gloucester. These show variable bands of noise around the key rail and road routes, near to both urban and rural populations. The current noise maps can be found in the SEA Scoping Report, Appendix entitled Noise Maps, http://www.gloucestershire.gov.uk/ltp3.

5.20   The Government intends that the national Noise Action Plan will assist in the management of environmental noise from major roads whilst taking into account the principles that exist in current legislation and guidance.

5.21   Relevant Highway Authorities will be asked to examine in due course the Important Areas, and form a view about what measures, if any, might be taken in order to assist the management of environmental noise in the context of Government policy on sustainable development at those locations.

5.22   Gloucestershire County Council as a Highway Authority will work with the Government on the Noise Action Plan where appropriate within our available financial resources. The County will continue under the Local Transport Plan to tackle noise pollution through aims to reduce the impact of road traffic and to increase opportunities for sustainable and active travel. In addition, the County will also encourage the Highways Agency responsible for the motorways and some of the trunk road network in the county to implement a strategy for tackling noise pollution as part of their route management strategies.

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[1] Government Noise Mapping: www.defra.gov.uk/noisemapping

How will we manage our Public Rights of Way?

5.23   The main aim is to keep public rights of way in a good state of repair to ensure enjoyment for all. Walking, cycling and horse riding are very simple ways for people to incorporate more physical activity into their lives. Walking and cycling in particular are important for increasing access to jobs and services for many people. When replacing trips by car they can also help reduce emissions and ease local congestion.

5.24   Integrated walking and cycling programmes in Local Transport Plans can get more people active and deliver significant benefits, thereby offering high value for money.

5.25   Gloucestershire County Council as the Local Highway Authority is required to develop and produce, under Section 60 of the Countryside and Rights of Way Act 2000, a revised Rights of Way Improvement Plan (ROWIP) by January 2011 for adoption as part of the County's revised Local Transport Plan (LTP3).

5.26   The statutory guidance provided by the Government (http://www.defra.gov.uk/rural/documents/countryside/prow/rowip.pdf) states that a ROWIP must assess:
- The extent to which local public rights of way meet the present and likely future needs of the public;
- The opportunities provided by local public rights of way for exercise and other forms of outdoor recreation and enjoyment of the authority's area;
- The accessibility of local public rights of way to blind and partially sighted people and others with mobility problems.

5.27   The statutory guidance states that the ROWIP itself should not contain information on site-specific assessments, but should draw broader, generic conclusions, which are then the focus of a "statement of action" for the management of local public rights of way and for securing an improved network of paths.

5.28   Because the scope of the ROWIP is wider than just rights of way and touches on recreational access provision more generally, the revised plan is called the Revised Rights of Way and Countryside Access Improvement Plan, and it covers the period 2011-2026 as this is the period set for the Local Transport Plan 3 (LTP3) and we have used the shorthand 'ROWIP' throughout the document for simplicity's sake.

5.29   The main differences between the 2006 ROWIP and the new plan are:
- To keep the survey data up to date we intend that there will be annual inspections of 10% of the network (about 345 miles a year) carried out systematically so that there is in effect a complete network inspection each 10 years. The resulting data will assist in an ongoing work programme to keep the 2450 foot and bridle bridges in a reasonable condition and other aspects of the network such as the 25,000 gates and stiles in as safe and convenient condition as is practicable;
- Although the general priority system for assessing the response to complaints and requests for action is fit for purpose, because much of the service's work is led by a programme of work derived from network

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> inspections, some revisions will be made to the priority systems especially for assessing both Modification Orders, Public Path Orders, claims and applications. This is necessary in the light of present and future likely spending constraints;
>
> - The service will endeavour, within available resources, to work with landowners and occupiers to meet the British Standard for Gaps, Gates and Stiles BS5709 (2006) in all its work, but it will not be seeking to remove historic structures in order to comply except in exceptional circumstances. In addition, to assist horse riders and others, it will seek with landowners to achieve the improvement of gates on bridleways and restricted byways to a standard whereby they are openable by a rider on horseback;
> - There are a number of legal developments which will require a response from the Council. One is a new responsibility to be brought in as part of the Countryside and Rights of Way Act to publish a register of Public Path Orders and applications. While registers for Section 53 Claims and Modification Orders and for Section 31(6) Depositions have been developed during the life of the first ROWIP in response to legal requirements, the requirement relating to Public Path Orders is still awaited.

5.30   In addition there is a wide ranging review of rights of way legislation resulting from the decision by Natural England and the Government not to proceed with the "Lost Ways Project". The review is intended to see whether the legislation can be simplified in the run up to the closure of the Definitive Map in 2026 to claims for new rights of way based on historic evidence. It is not at this stage possible to pre-empt the outcome of this review, or of its impact on the PROW service.

5.31   The County Council's portfolio of sites, which includes Crickley Hill Country Park provides an opportunity for exemplars of good practice in countryside access management. However, opportunities must be taken to examine their potential to be self-supporting financially and opportunities should be explored for partnership working. The contribution of this part of the County Council's portfolio will be reviewed.

5.32   The revised ROWIP will aim to update information in the previous plan while realigning the various targets and actions to likely future circumstances.

5.33   Priorities will be reassessed and in some cases systems for prioritising work will be overhauled. New legislation affecting recreational access to the countryside and public rights of way will be scoped and its effect on practice assessed.

5.34   The ROWIP can be viewed at www.gloucestershire.gov.uk/ROWIP

Controlling the impact of new development with a travel plan

5.35   A Travel Plan will be required for new development sites to help reduce the impact of the development on the highway network and to mitigate the transport related CO_2 outputs caused by the development. Owners or occupiers of sites with travel plans will therefore need to:

- Market and promote the use of walking, cycling, car sharing, public and community transport services provided by and serving the development;
- Monitor the modal split, traffic levels and transport related CO_2 related to the development.

5.36   Travel plans will be required for new development in accordance with the thresholds in the DfT's "Guidance on Transport Assessment" or subsequent current guidance and as set out in LTP Policy P5f. A contribution towards costs of monitoring the travel plan will also be required as contained in the County's schedule of fees and charges.

5.37   Contributions towards infrastructure, bus services and other related measures to make the development accessible and acceptable will be secured separately in addition to the travel plan. To make the process of securing travel plans through the S106 process easier, standard clauses will be used that relate to the type of development proposed.

Working with existing employers to help them develop travel plans

5.38   When working with existing employers, priority will be given to those sites located in areas where traffic congestion is an issue and where there is potential for increased levels of walking, cycling and public transport use.

5.39   Funding will be sought through appropriate partnerships to resource a programme of advice and support to help major employers implement travel planning measures to reduce single occupancy car use for commuting and business travel and to encourage more trips by walking and cycling. Gloucestershire's Guidance on Travel Plans can be seen at www.gloucestershire.gov.uk/ltp3.

School Travel

5.40   The majority of existing schools in Gloucestershire have an adopted travel plan in place, thereby complying with the duty under the Education and Inspections Act 2006 for the Local Education Authority to promote the use of sustainable modes of travel to meet school travel needs in their area. Through the planning process, all new schools will be required to have a travel plan in place and begin implementation before or on the day of opening.

5.41   Schools, as with other organisations, will be responsible for resourcing, monitoring and updating their own travel plans, using external advice if required.

5.42   The County Council will continue its statutory role to provide home to school transport and from September 2011 will begin to phase in changes to the discretionary elements of the service. We are seeking to increase integration with scheduled public bus services to provide accessibility with limited resources.

5.43   Bikeability cycle training in schools will continue to be undertaken subject to funding availability from the government's Local Sustainable Transport Fund.

5.44   The Sustainable School Travel Strategy (SSTS) runs until 2012. Therefore, within the first year of LTP3 (2011) the SSTS will be reviewed.

Motorcycle

5.45   It is acknowledged that motorcycles can play an important role in the provision of affordable, independent transport, although there are safety concerns and noise issues associated with their use.

5.46   Therefore, we will take account of national policy and guidance with regard to provision for motorcycles.

5.47   Motorcycles will be permitted to use bus lanes unless a safety audit advises otherwise at specific locations.

Mobility Scooters

5.48   The role of mobility scooters in providing independence for those who need to use them due to poor health is recognised. In determining how to provide for those using mobility scooters and to avoid potential safety concerns and conflict with other footway and highway users, reference will be made to current national Government guidance and legislation covering the use of mobility scooters.

Car Clubs

5.49   Car clubs can provide a good alternative to car ownership and evidence has shown that they can reduce car use. In Gloucestershire there are car clubs operating in Stroud and Gloucester and the potential for a car club in Cheltenham is being considered.

5.50   Car clubs should be ultimately commercially viable with start up funding provided through developer contributions.

5.51   We will seek contributions from developers towards the costs of starting a car club, including the operating costs and the capital costs of installing parking bays and parking restrictions where required.

6.   Delivering Sustainable Economic Growth

Overview

6.1   This section identifies how transport can contribute to sustainable economic growth in Gloucestershire. Supporting economic growth is one of the five national LTP goals.

6.2   The types of transport and issues that are covered in this section are:

- Policy relating to development;
- Network and Traffic Management – to manage congestion;
- Parking and demand management;
- Freight;
- Tourism.

6.3   Highway maintenance and public transport also play an important role in supporting economic growth. Highway maintenance is covered in the Managing Our Highways section and public transport is covered in the Good Access to Services section.

Transport related policies to promote Sustainable Economic Growth

6.4   The table below contains the list of transport related principles and policies to promote sustainable economic growth.

P6a	Promoters of regeneration schemes should comply with the County's Enhanced Materials Policy to ensure that appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget.
P6b	Parking provision in Gloucester and Cheltenham should, through supply and pricing mechanisms, discourage commuter parking in the town and city centres to actively encourage the use of Park & Rides, public transport and low carbon forms of travel.
P6c	We will require developers to ensure that the necessary transport infrastructure, as evidenced in a Transport Assessment submitted in support of their planning application, is provided to mitigate.the impact of the development on the highway and transport networks and to ensure suitable levels of accessibility to the development by all modes of travel..
P6d	We will require developers to ensure that new development sites are located in areas where sustainable modes of transport are, or can be made, realistic alternatives to the private motor car for journeys to and from existing settlements with services and facilities and to ensure that developments are designed in a manner that encourages travel by walking, cycling and/or public transport.

P6e	We will seek contributions from developers towards priorities and schemes contained within the Local Transport Plan where those priorities and schemes satisfy the tests of the Community Infrastructure Levy Regulations 2010.
P6f	The Government's Guidance on Transport Assessment (or subsequent related guidance) will be used to determine if a Transport Assessment and Travel Plan are required to accompany a planning application.
P6g	Where contributions from the developer towards transport schemes are deemed necessary and satisfy the relevant tests, we reserve the right to re-prioritise the schemes after further feasibility works have been undertaken. We may require flexibility in the way that contributions are used in order to solve any unforeseen problems that may arise.
P6h	Unless Central Government policy on infrastructure contributions changes and such policy changes are implemented at the local level, contributions towards highway infrastructure will be determined by negotiations based on the evidence supplied by the developer (and checked by the Highway Authority), and will be assessed against the relevant tests.
P6i	If the Community Infrastructure Levy (CIL) or similar approach is introduced by any of the Local Planning Authorities in Gloucestershire, we will use monies from the CIL to fund priorities and schemes contained within the Local Transport Plan.
P6j	In respect of smaller development proposals outside defined settlement boundaries contributions towards public transport and community transport will be determined using the approach contained in the *"Guidance on Contributions related to Accessibility"*.
P6k	In responses to planning applications, we will require developers to provide evidence as to the amount of HGV parking needed for their development and request, by way of condition that adequate HGV parking is provided on site, or adequate off-site parking at an appropriate location is provided.
P6l	Land or routes that probably will be required for transport uses during the life of the LTP should be protected from development that may compromise the use of that land in future for transport purposes.

6.5   These principle and policies are supported by the following actions:

We will work with Network Rail, train operating companies and new franchise

bidders, and the Highways Agency, to ensure that connections between Gloucestershire and other parts of the UK, especially London, Birmingham, Swindon, Bristol and Worcester are maintained, improved and are resilient to climate change.
To help support renewal and regeneration, we will work with the Borough and District Councils to provide relevant information on transport issues and support the work of the Local Enterprise Partnership, the County's Strategic Planning Unit and Gloucestershire First to ensure that development related to regeneration meets accessibility requirements and is in accordance with current transport and planning guidelines.
We will work with the Borough and District Councils through the Parking Boards to ensure that parking policies in each area support the local economy, but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel
We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors are able to use alternatives to the car if they wish.
At each major LTP review, we will review and update the County wide Advisory Freight Route Map if necessary to provide information on the most appropriate routes across the County.
The requirement for HGV parking areas will be assessed, including the potential for providing HGV parking spaces at Park & Ride sites.
We will work with freight generators in the County, through the Freight Quality Partnership, to ensure that the impact of HGVs is minimised.
If the Cotswold Lorry Management Zone proves to have reduced the number of HGVs using unsuitable roads for their journey, similar schemes will be considered in other parts of the County.
We will work with South Gloucestershire Council and the West of England Partnership to help monitor car parking provision at Bristol Parkway station and lobby for improvements if necessary.
We will work with the appropriate Planning Authorities to ensure that land, routes and corridors that may be required for sustainable transport purposes are protected from development that may compromise future transport uses. Examples include the route of the Honeybourne Line, currently used as a cycleway and hertitage railway.

6.6   The indicators related to transport's contribution to economic growth that will be monitored are:

- Average journey time per mile during morning peak;

- Principal roads where maintenance should be considered;
- Non principal classified roads where maintenance should be considered;
- Working age people with access to employment.

How will transport support renewal and regeneration?

6.7   In 2006, the Gloucester Heritage Urban Regeneration Company (GHURC) was formed with the purpose of bringing life back to the historic areas of Gloucester and creating a new and prosperous sustainable urban centre for the 21st century. GHURC's targets include regenerating up to 100 hectares of brown field urban land across Gloucester City, with the ambition to deliver around 2,000 new jobs, up to 3,000 new homes, 30,000 sqm of retail space, 15,000 sqm of commercial space, and 4.25km of upgraded waterfront. The GHURC anticipates around £150 million of public sector support over the next 10 years, used to lever in £1.1billion of private sector investment. The regeneration of Gloucester represents a major opportunity to help arrest the city's economic decline and secure socio-economic uplift, particularly as its spatial focus encompasses three of Gloucester's most deprived communities.

6.8   Regeneration schemes are also proposed for Cheltenham through the Civic Pride project promoted by the Cheltenham Development Task Force. This aims to secure Cheltenham's long-term economic success through developing an urban renewal framework, delivering improvements to the public realm and accessibility, and securing the re-development of several key town centre sites. Although Cheltenham is not characterised by the same challenges as Gloucester City, it is underperforming economically and in the recent past has seen a downturn in the value of goods and services produced in the town by just under £½ million, from £2.45 million in 2003 to £2 million in 2006. The retail sector has also experienced a decline since 2006, with Cheltenham's ranking in the league table of retail centres dropping from 30th to 36th nationally and from 2nd to 4th regionally.

6.9   The Gloucester Regeneration and Cheltenham Civic Pride projects are being delivered through the Joint Core Strategy for Cheltenham, Tewkesbury and Gloucester.

6.10   Outside of the two main urban centres, regeneration initiatives are also underway in
- the Forest of Dean at Coleford, Cinderford, Lydney and Newent;
- Stroud District through the Stroud town centre improvement project, Stroudwater canal restoration and the Dursley Urban Design Framework;
- Cotswold District through Cirencester Vision (a further town centre redevelopment and renewal initiative);
- Tewkesbury, with the Borough Council developing a Masterplan for the town.

6.11   The projects identified in the Forest of Dean aim to invigorate the local economy to redress a number of longstanding socio-economic challenges. These include a continuing trend towards net out-migration for employment, which currently stands at 25%; a notable disparity in local wage levels (which are 3-5% lower than the rest of the County); an estimated leakage of local retail spend to neighbouring towns and cities of up to £100 million a year; and the presence of deprived communities

characterised by poor quality and overcrowded housing, limited local employment opportunities and enduring educational underperformance.

6.12   For Stroud, Cotswold and Tewkesbury districts, regeneration is focused on a range of urban renewal initiatives that aspire to address local concerns over the air quality, vitality and viability of the districts' key market towns.

6.13   There has also been a Masterplanning process undertaken to cover the Cotswold Water Park.

6.14   To help support renewal and regeneration, we will work with the District Council's to provide relevant information on transport issues and support the work of Gloucestershire First and other partners to ensure that the development related to regeneration meets accessibility requirements and is in accordance with current transport and planning guidelines.

6.15   Promoters of regeneration schemes should be aware of the County's policy on the use of enhanced surfacing materials to ensure that appropriate materials are specified and the full costs of implementation and future maintenance are factored into the scheme budget.

How will we manage parking in future?

6.16   The Parking Strategy can be found at www.gloucestershire.gov.uk/ltp3. This identifies the approach to parking in town and city centres, on and off street and in residential areas.

6.17   We will work with the Borough and District Councils to ensure that parking policies in each area support the local economy but through supply and pricing, do not undermine the use of public transport and low carbon forms of travel. Parking policies in Gloucester and Cheltenham should, through supply and pricing mechanisms, discourage commuter parking in the town and city centres to actively encourage the use of park and rides, public transport and low carbon forms of travel.

How will transport support tourism?

6.18   Transport plays an important role in bringing people to Gloucestershire and to help them travel to various tourist attractions once they are here.

6.19   We will encourage tour operators, hotels and tourist attractions to provide information on transport services so that visitors are able to use alternatives to the car if they wish.

How can we support freight transport and manage its impacts?

6.20   We all rely on commercial freight transport to deliver products to our homes and to shops and businesses. To support economic development, the transport network needs to make the flow of products as efficient and environmentally sustainable as possible.

6.21   Heavy goods vehicle traffic can have a particularly negative effect on local communities. This is intensified by lorries using inappropriate routes. Across the County there currently exists a number of weight restrictions aimed at reducing the number of HGVs making unnecessary trips through certain areas such as town centres and the Cotswold Lorry Management Zone. It is unclear how closely these are being adhered to, as monitoring and enforcement is difficult. Other problems occur near destinations for HGVs, such as inappropriate overnight parking and noise. We propose to work with businesses to develop plans to address some of the areas of concern through the Freight Quality Partnership (FQP).

6.22   Where new freight facilities are proposed, it is essential that existing problems are addressed and further problems prevented by careful consideration during the planning application process.

6.23   With regard to rail and water freight, we will work with the FQP to identify potential flows where rail and water would be viable options. Through the FQP, customers and operators can be identified and put in touch with one another to explore possibilities.

6.24   We support the aspiration to identify a railfreight terminal in Gloucestershire and also the potential to restore the rail link to the port of Sharpness, should a viable business case and private finance be forthcoming.

6.25   The current flows of HGVs and the County's advisory freight route map are shown in the *Transport in Gloucestershire* Chapter. These identify that the majority of road freight uses the primary and trunk route network and only uses minor roads for access to suppliers and customers.

6.26   Consultation undertaken with businesses as part of the Gloucester and Cheltenham Connectivity Study identified that certain points on the highway network are causing problems, specifically:
- A417 Birdlip/Nettleton Bottom/Air Balloon;
- M5 Junction 10;
- A40 west of Severn and between Gloucester and Cheltenham;
- Town and city centres of Cheltenham and Gloucester.

6.27   Improvements to the A417 and M5 junctions are dependent on funding from third parties, such as developers or from the DfT (via the Highways Agency).

6.28   The policies in LTP3 will also be used to inform and advise the strategies in future Waste and Minerals Plans that are developed by the relevant planning authorities.

6.29   Freight consolidation centres have been developed to serve Bristol and Bath. During the first period of LTP3, studies will be undertaken to determine how successful these have been in supporting the economy and reducing the impact of HGVs on the environment. A study will also be undertaken to determine the viability of a Freight Consolidation Centre in Gloucestershire to serve Cheltenham and Gloucester.

7.   A Safer Securer Transport System

Overview

7.1   This section identifies how a safer, securer transport system can be delivered.

7.2   Highway maintenance and public transport also play an important role in supporting a safer, securer transport system. Highway maintenance is covered in the Managing Our Highways section and public transport is covered in the Good Access to Services section.

Transport related policies to promote a safer, securer transport system

7.3   The table below contains the list of transport related principles and policies to promote a safer, securer transport system.

P7a	All new highway schemes designed by the highway authority, developers or scheme promoters need to be designed in accordance with principles of Manual for Gloucestershire Streets (MGS). All schemes on the local highway network will be subject to appropriate audits (including Road Safety, Mobility, Walking, Cycling and Quality Audits) before final designs are approved.
P7b	As part of the tendering process, bus operators will be required to demonstrate that their vehicles comply with Government (VOSA) safety regulations, drivers have been subject to Criminal Records Bureau (CRB) checks and vehicles used for school transport have CCTV.
P7c	The introduction of 20mph zones must be in accordance with the current guidelines and priority lists being developed by the Road Safety Partnership.

7.4   These principles and policies are supported by the following actions:

A co-ordinated approach to road safety will be taken, considering design, educational and enforcement measures and applying those measures that are most appropriate to the circumstances.
We will continue to work with community transport, bus, taxi and rail operators to ensure that passengers feel safe and secure whilst travelling on these services.
We will consider the evidence and advice from Government following the national speed limit review to inform future decisions on speed limits in Gloucestershire.
We will continue to target young drivers, motorcyclists and alcohol and drug

related driving in education programmes.
We will review our approach to mobile and fixed safety cameras at locations based on road safety data and future Government policy and empower communities to deliver speed campaigns through Safer Community Teams.
Public transport vehicles operating under contract to Gloucestershire County Council will be subject to inspections prior to contracts commencing and spot checks will be made to ensure compliance with safety regulations and standards.

7.5   The national indicators related to a safer, securer transport system are:
   - People Killed or seriously injured in road traffic incidents;
   - Children Killed or seriously injured in road traffic incidents.

Developing our Road Safety Strategy

7.6   Road safety is about saving people's lives and keeping them from harm. It affects everyone whether they are drivers, passengers, motorcyclists, riders or pedestrians. Road safety is a diverse activity. It incorporates basic education for children, driver training, retraining for offenders, design of traffic schemes and traffic regulations. It relies upon good partnership working between highway authorities, police, fire and rescue, health, education, government bodies and voluntary organisations.

7.7   The scale of death and injury on our roads is a huge public welfare issue, causing physical and emotional pain to the victims and their families and friends and resulting in a significant cost to the economy. Road collisions account for around 30 per cent of all deaths of 15–19 year olds and around 17 per cent of all deaths of 20–29 year olds. Travel is important to our prosperity and quality of life, but there is clear potential to achieve cost effective improvements in our overall wellbeing by improving road safety.

7.8   Delivery of road safety programmes is undertaken by Gloucestershire's Road Safety Partnership. The Partnership's mission is "to work as one to reduce collisions and casualties on our roads and promote road safety skills for life". Since being established the Partnership has co-located staff from partners, launched a brand and moved away from the traditional approach to delivering road safety services. The innovative new model for the Partnership was health-checked by the Government and seen as an exemplar of the partnership approach.

7.9   In year one of the Partnership, initiatives launched included:

   - 'Lifelining' for 5 key categories of casualty to identify road safety issues against age groups to help target services;

   - Putting data at the heart of targeted road safety interventions;

- Development of the fictional road safety family 'The Streets' as a theme running through the safety messages of the Partnership;

- Use of market categorisation tools to shape the types and formats of messages that will have greatest impact on the target audience.

7.10   As the Partnership goes forward there are key initiatives under development including:

- Operation Total Impact – to drive home safety messages in a more high-profile, innovative way than ever before;

- Adopting a Total Place approach to road safety – by expanding the concept of partnership working across the County;

- A programme of experimental pilot schemes – trialling innovative low-cost engineering measures;

- Embracing new technology to widen the scope of enforcement activity;

- Establishing a new evaluation regime that is focussed on the measurement of outcomes rather than outputs.

7.11   More information on the Partnership and its work can be seen at www.roadsafety-gloucestershire.org.uk.

National Strategy

7.12   The Road Traffic Act 1988 puts a statutory duty on local authorities to undertake studies into road accidents and to take steps to reduce and prevent accidents, including the dissemination of information and advice relating to the use of roads and the giving of practical training.

7.13   The DfT consultation in April 2009 sought views about a vision; targets and measures for improving road safety in Great Britain for the period beyond 2010. A strategic review of the national road safety strategy should be available in April 2011 and the Gloucestershire Road Safety Partnership will take account of it's findings.

7.14   In future, any road safety related targets will be set at the local level and agreed by County Council Cabinet.

How will we look at 20mph zones?

7.15   In April 2009 the Government published a consultation document on its road safety strategy beyond 2010. This proposed changing its guidance to local authorities to encourage them to introduce 20 mph limits across built up areas such as around schools, shops, markets, playgrounds and other areas where pedestrian and cyclist movements are high.

7.16   Research suggests that a pedestrian struck at 30 mph has about a 1 in 5 chance of being killed. At 20 mph the chance of a pedestrian being killed is 1 in 40.

7.17   We recognise the benefits of reducing speed limits in areas where speeds are low and casualty savings can be made. Therefore, comprehensive guidelines for the introduction of 20mph zones in and around our County will be available later in 2011.

7.18   The priority lists for areas and wards will identify where to target our resources most effectively for the implementation of 20mph zones.

8.   Good Access To Services

Overview

8.1   A comprehensive public transport network (including Park & Ride, bus, rail, community transport, taxis and home to school transport) will be required to meet all five of the LTP goals. The challenge is to provide a financially sustainable network that is a realistic alternative to car travel as well as being a safety net for those who do not own or have access to a car.

8.2   The types of transport that are covered in this section are:
- Bus services;
- Rail services;
- Community transport;
- Taxis;
- Carsharing.

8.3   The provision of good access needs a partnership approach as Gloucestershire County Council does not have any direct control over commercial bus services, rail or taxi services. The provision of rail services are the responsibility of Network Rail and the train operating companies, under direction from the Government.

Transport related policies to promote good access to services

8.4   The table below contains the list of transport related principles and policies to promote good access to services.

P8a	In respect of smaller development proposals and those outside defined settlement boundaries, contributions towards all forms of public transport and community transport will be determined using the approach contained in Gloucestershire County Council's Guidance on Contributions Related to Accessibility. In respect of major developments in any location, contributions towards all forms of transport will be determined on a case by case basis and by way of negotiations between the developer and the County Council.
P8b	We will pursue funding from Government and developers to introduce and run new Park & Ride and transport hub sites at Elmbridge Court, West of Severn and Brockworth.
P8c	The County Council will administer the Governments concessionary fares scheme in accordance with current statutory requirements.

8.5   These principle and policies are supported by the following actions:

Information on rail, bus and community transport services will be provided via links on the Gloucestershire County Council travel website.

We will lobby rail and bus operators to ensure that good rail and coach links are maintained and developed to airports at Bristol, Birmingham, Cardiff and London.
We will continue to lobby the DfT and Network Rail for the redoubling of the railway line between Swindon and Kemble and provision of improved rail services to London.
We will work with rail operators to provide improved rail Park & Ride and more frequent services at Lydney and Ashchurch and other stations if demand dictates.
A high quality bus network based on three corridors between Gloucester and Cheltenham and high quality semi fast services between the market towns and Gloucester and/or Cheltenham will be developed. Services should be run on a commercial basis. Developer contributions for infrastructure and service improvements will be sought to support this network..
We will consider the introduction of smart card ticketing to facilitate the concessionary fares scheme, home to school transport to make public transport more attractive and efficient.
We will work with community transport providers and taxi operators to deliver a step change in the way community transport is perceived, used and delivered in Gloucestershire. We will work with community transport providers to make use of the Transport Act 2008 to build capacity and encourage them to run services open to all.
We will also work with transport operators to simplify the fares system, especially for young people, to clarify the age when discounted fares are applied.
We will engage with partners who may wish to consider the potential for a financially sustainable mass transit system in Cheltenham and Gloucester.

8.6   The Indicators related to public transport and accessibility that we will continue to monitor are:
- local bus passenger journeys (passenger numbers);
- access to services;
- access to employment;
- Value for money.

What are we proposing?

8.7   In the short term (2011-14), the aim will be to provide access to services whilst making some changes to improve efficiency. A review of public transport services and home to school transport provision will be undertaken early in 2011 as outlined

in Annex 5 and Annex 6 of the Corporate Strategy 2011-2015. This will shape the provision of services for at least the first four years of the LTP3 period.

8.8   The aims will be:-

2011-14 –
- Make efficiencies in the provision of the existing local bus network whilst still providing access to services;
- The re-doubling of the Swindon – Kemble line and improved rail services to London (or lobby DfT if this does not happen);
- Review provision of home to school transport to ensure it does not discourage walking and cycling. This may provide savings and help carbon and health targets;
- Introduce a more robust, formulaic methodology for gaining contributions for public and community transport from developers.

2014-26 –
- Develop a high quality network based on 3 corridors between Gloucester and Cheltenham and high quality semi fast services between the market towns and Gloucester and/or Cheltenham;
- Develop transport interchange hubs (including the Park & Ride sites) on this network that can be fed by taxi, community transport and local bus services serving the more rural areas;
- Elmbridge Transport P&R, West of Severn P&R, Brockworth P&R;
- Smart Card ticketing as part of the SW Smart Card Project;
- Work with rail operators to provide improved rail Park & Ride at Lydney and Ashchurch;
- Consider potential for mass transit systems in Gloucester & Cheltenham
- RTPI expansion and electronic bus priority.

8.9   From 2011, the County Council will take over the administration of the concessionary fares scheme from the District Council's and will review the scope of concessionary fares provision in accordance with statutory requirements.

How will Park & Ride and Transport Hubs develop?

8.10 Park & Ride plays an important role in providing edge of town/city parking with fast bus links to the centres. It is mainly used by commuters and shoppers.

8.11 The main aim of Park & Ride is to reduce congestion within the central areas of the large settlements, whilst allowing valuable city centre land to be used for commercial, residential and public realm uses, rather than for car parking.

8.12 Park & Ride needs to be sustainable, both environmentally and financially. Therefore, we are proposing to review the existing P&R sites in Gloucester and Cheltenham with a view to making them transport interchange hubs on the bus network that can be fed by taxi, community transport and local bus services serving the more rural areas, in addition to traditional Park & Ride bus services;

8.13   The current sites are:
- Arle Court (serving Cheltenham);
- Cheltenham Racecourse (serving Cheltenham);
- Waterwells (serving Gloucester);

8.14   In the longer term and considering future development, the aspiration is for further sites at:
- North West Cheltenham (serving Cheltenham);
- Elmbridge (serving Gloucester and Cheltenham);
- Brockworth (serving Gloucester and Cheltenham);
- West of Severn (serving Gloucester).

8.15   The Park & Ride sites will also be considered for their potential to provide coach parking and over night lorry parking areas.

What will be the role for Rail?

8.16   We will work with the rail industry to lobby Government for improvements to the rail network and rail services in Gloucestershire and connections between Gloucestershire and the rest of the UK. Further detail on the approach to rail is contained within the Public Transport Strategy.

8.17   It is recognised that in their Route Utilisation Strategy (RUS), Network Rail are not proposing any new lines or railway stations in Gloucestershire. The RUS does however mention that the Honeybourne Line between Cheltenham and Stratford could potentially be considered, but only as a wholly third party funded scheme. This situation will be reviewed at each LTP review period to determine whether the potential for new lines and stations has changed.

8.18   Audits of all railway stations in Gloucestershire have been undertaken to determine the facilities available at each station, car park capacity and usage and areas for potential improvement. GCC will work with those responsible for each station (normally the train operating company) to make improvements where required.

8.19   The main actions will be:
- Continue to lobby the DfT and Network Rail for the redoubling of the railway line between Swindon and Kemble and provision of improved rail services to London;
- To work with rail operators to provide improved rail Park & Ride and more frequent services at Lydney and Ashchurch.

8.20   The routes of disused railway lines, such as the Honeybourne Line, should be protected from development as they can in appropriate circumstances be used as sustainable transport corridors where walking and cycling routes can be installed or railway lines re-instated if viable.

Is Light Rail (Trams) an option?

8.21 Current practices and costs of installing light rail systems in the UK, based on recent experiences in Nottingham and Edinburgh, make a light rail system currently unaffordable and commercially unviable in Gloucestershire. The current pattern of existing and proposed development being fairly dispersed is also unlikely to favour a fixed route transit system such as light rail.

8.22 However, potential developments in new technology, engineering techniques and changes in transport funding and delivery structures may make light rail viable sometime in the future. To determine this, more research is required especially to determine what future housing development scenarios would make a light rail system commercially sustainable in future.

8.23 If requested, during the first phase of LTP3 (2011-14) the LTP delivery partners will work with University of Gloucestershire on a potential bid for European Interreg funding to conduct research into low carbon, low cost light rail solutions for medium sized town and cities. The outcome of this research will determine whether potential exists for further consideration of light rail in the future.

What role will Community Transport play?

8.24 There is a need to build the capacity for community transport and taxi services to take over from conventional bus as a means of maintaining and developing public transport links in some areas and to get better value from subsidy in areas where demand is constant but relatively low. This plan envisages that local transport services provided in this way should be readily identifiable as being open to all potential users. In many cases they will run to a timetable and charge fares, with the only discernable difference being the type of vehicle being used. Strong branding will be required to ensure potential passengers understand the role played by these services.

8.25 Given this position, investigations will be undertaken into ensuring through ticketing opportunities are developed with local bus, coach and train services.

8.26 We will work with community transport providers and taxi operators to deliver a step change in the way community transport is perceived, used and delivered in Gloucestershire.

8.27 More information on Community Transport in Gloucestershire can be seen at www.gloucestershire.gov.uk/environment and at www.a2binfo.net.

What are the plans for Taxis (Private Hire and Hackney Carriage)?

8.28 Taxis have an important role to play in providing transport in both rural and urban areas, providing door to door transport on demand almost 24 hours per day.

8.29 The main roles for taxis are envisaged to be:-

- Providing door to door transport on demand for whoever requires the service in order to provide access to a range of services and facilities;
- Providing links between railway station, bus stations/stops and homes, especially to improve rural accessibility;
- Providing home to school transport where other options are not available.

8.30   During this LTP, the use of taxis will be supported by delivery partners in the following ways:
- Consideration of taxi rank and information provision at major bus interchanges and railway stations;
- Investigation of whether taxis can be included within concessionary fares schemes;
- Provision of information to taxi operators or their representatives on opportunities to convert to low carbon fuels;
- Consideration of the use of bus lanes by taxis.

8.31   We expect more trips to be made by taxi where conventional bus services are not financially viable.

How will fares and ticketing be simplified?

8.32   At present, there are a variety of different ticket types and fare levels depending on the type of transport used and who the service is operated by. During the LTP3 period the aim will be to simplify the fares system and make the process of buying tickets easier where possible.

8.33   Smartcard systems are used in London (the Oyster Card) and Gloucestershire County Council is part of the South West Smart Card Project that is looking to trial a card in the Bristol area. We will therefore aim to benefit from this project if the trials are successful, in order to introduce a smartcard ticketing system for bus and potentially other types of transport in future.

8.34   We will also work with the transport operators to simplify the fares system, especially for young people, to clarify the age when discounted fares are applied.

Improving access by walking and cycling

8.35   Encouraging people to access services by walking and cycling is just as important as by other forms of transport. The policies and measures relating to walking and cycling are covered in the "Greener, Healthier Gloucestershire" section of the LTP.

8.36   Developers will be asked to design their new developments in accordance with the Manual for Gloucestershire Streets and national/local planning policies and guidance, to ensure they provide good access by walking and cycling to local services.

How will we gain contributions from developers to ensure accessibility?

8.37   In order to ensure that new developments are adequately served by public transport and community transport to ensure that new residents can access the services they need, developers (under current planning legislation) will be asked to provide funding based on how accessible the development is to existing services as stated in Policy P8a. Guidance on Contributions related to Accessibility can be found at www.gloucestershire.gov.uk/ltp3.

9.   Managing our Highways

Overview

9.1   Everyone needs a well maintained highway network, whether on a bicycle, in a car, on a bus or on foot. Additionally, we all consume products that are delivered using the highway network and we may need to call on the emergency services. Therefore, a well maintained network underpins the aim for transport to contribute to the five LTP goals and Gloucestershire's Community Strategy.

9.2   The local transport network is one of the most valuable assets belonging to the County Council, with a gross replacement cost estimated at £8.3 billion and an incalculable value to society as a whole.

9.3   The majority of transport funding within Gloucestershire is spent on the maintenance of the network, ensuring that the network is available for use by us all. In order to reflect the tighter financial limits over the short to medium term, there will need to be a shift in emphasis to a core maintenance service. The approach will maintain the county's strategic asset management approach with targeted interventions, particularly for the strategic network, enhanced with government grant or developer funding.

9.4   Capital investment funds the structural maintenance work – the improvements that provide longevity and resilience to reduce the amount of day to day routine and reactive maintenance that might otherwise be required. There is always a balance between longer term investment and spend on routine and reactive works. As capital funding is anticipated to be reduced in the short term the balance is likely to shift to shorter term maintenance works.

9.5   Integrated transport schemes, which includes improvement schemes, traffic calming and local safety schemes, are generally capital funded. In the short term the proposal is to defer schemes to focus on maintenance. Accordingly, the only schemes that would go ahead would be those funded by external funding such as developer contributions or ring fenced grant. This is in line with community expectations, that the limited funding available should be focused on road repairs.

9.6   The maintenance of this network to the appropriate standard is a major challenge, and the policies and processes that direct this work are set out in the Transport Asset Management Plan (TAMP). The TAMP is published as a supporting document to LTP3, and can be viewed at www.gloucestershire.gov.uk/ltp3.

Asset Management and Highway Maintenance Actions

We will update and implement the Transport Asset Management Plan. as well as the associated Highways Maintenance Handbook and other guidance or policies in order to reflect LTP3 strategies and funding constraints.

We will regularly inspect and repair the network as per the County's Highway

Safety Inspection Policy in order to ensure the network is in a safe condition.
We will ensure that works undertaken on the local network by third parties such as the utility companies are completed to the highest standard and that the robustness of such works are monitored, with the third parties being required to take corrective action as necessary.
We will manage the streetlighting network to minimise environmental impact without compromising on road safety and personal security.
We will review the provision of street furniture and signing as part of the design process for all maintenance and improvement schemes to ensure that unnecessary equipment is removed and street clutter is minimised.
We will review and update, as necessary, winter maintenance procedures and policies.
We will identify the most vulnerable parts of the transport network and develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.

9.7   The indicators related to highway maintenance and asset management that will be monitored are:

- Average Journey Time per mile during morning peak;
- Principal roads where maintenance should be considered;
- Non principal classified roads where maintenance should be considered.

9.8   The proposed approach to asset management will be to:-

- Prioritise heavily used routes, including those on the footway and cycle network;
- Consider routes wherever possible and link maintenance with safety and capacity schemes so that when maintenance work is scheduled on a particular route, safety and other issues are tackled at the same time;
- Work under current and new government guidance or powers to ensure utilities and developers repair the network to a high standard;
- Lobby DfT for increased funding to clear the maintenance backlog and cope with effects of adverse weather.

Network Resilience

9.9   In recent years, Gloucestershire has suffered from a succession of severe weather events that have created significant problems both for immediate travel and for longer-term asset management.

9.10   In July 2007, severe flooding resulted in major travel disruption for around two weeks and in damage to the highway network of around £25 million. This included

land slips that resulted in the closure of the A46 Cheltenham to Stroud route for a period of six months, and highlighted the vulnerability of the network to extreme weather.

9.11   The winters of 2008/09, 2009/10 and 2010/11 were also more severe than has been the norm in recent decades, and these also resulted in significant disruption and many potholes. In 2009/10, the County Council undertook more gritting runs on the network than ever before and introduced Operation Road Rescue to concentrate on filling the potholes.

9.12   As a result of these events, the Council has reviewed its winter maintenance policies, and is investing in improvements to salt storage facilities. To this end the County commissioned the construction of its first ever salt barn in Moreton-on-the-Marsh. Construction of the new salt barn was finished in April 2010. The County has increased its salt supply by 1800 tonnes from start of season stock in 2009 and was holding over 9,500 tonnes prior to the start of the 2010/11 winter season. More information on Winter Maintenance can be viewed at: www.gloucestershire.gov.uk/index.cfm?articleid=95531

How will we manage our highways?

9.13   Under the powers of the Traffic Management Act 2004 and the New Roads and Streetworks Act 1991, roadworks conducted by developers and utility companies are closely monitored to ensure fairness for all works promoters, with the aim of having less disruptive roadworks and reduced works durations.

9.14   Gloucestershire has been serving fixed penalty notices for Streetworks offences since March 2009, this has resulted in improved notice quality for GCC, assisting with issues such as improved works location information, resulting in less abortive inspections being carried out due to the fact that the site cannot be found.

9.15   Fixed penalty notices have also helped improve the quality of data on the GCC roadworks website assisting commuters to make informed decisions about travelling to avoid potentially disruptive roadworks.

9.16   Streetworks are inspected at various stages, These inspections cover the works whilst they are in progress, ensuring that sites are signed and guarded correctly, ensuring safety for all traffic and pedestrians. The inspection regime is altering in the period of this LTP. This will involve some changes to the current inspection regime, and this will assist with one of the main aims of the Streetworks Team which is to protect the County Council's Highway asset by ensuring that the utility companies repair defects promptly within the designated two year guarantee period at no cost to the taxpayer.

9.17   The Council is currently observing the progress of permits to replace the current noticing regime. Schemes have been created in some London Borough's and in Kent. Observations of how these schemes are working are continuing.

9.18   Permits give Councils increased powers to control works but are labour intensive and Councils have to be able to demonstrate how congestion will be reduced when the scheme operates and approval has to be given by the Government.

9.19   There will be changes to the Specification of Reinstatement of Highways, Safety at Streetworks and Roadworks and the Streetworks Inspections Code of Practice in the coming months, improving the way street and roadworks are perceived by members of the public.

9.20   Gloucestershire published a Transport Asset Management Plan (TAMP) in 2005 as part of its Second Local Transport Plan. The first TAMP provided a good overview of the authorities highway asset inventories, a gap analysis detailing what further data was required and an action plan for moving the authority towards a more asset management based approach to the delivery of highway services. The decision to review, revise and publish a more up to date TAMP reflects the significant improvements Gloucestershire has made over the last five years and recognises the asset management approach and process that has been adopted.

9.21   Highway asset management is a way of running the 'business' of operating a highway network. A TAMP identifies the current network assets and develops a framework for Asset Management to enhance existing good practices and improve the effectiveness of operation of the network. The highway network comprises a number of diverse assets and all of these need managing. The key asset management driver is a long term or 'whole life' approach to decision making, choosing the right time in the assets' life to repair or replace the asset in order to get best value and performance from highway assets. An asset management approach also helps us to understand the value of the highway asset and the costs linked to maintaining that asset to avoid further deterioration and building up of a backlog of required maintenance.

9.22   The overarching goals and objectives of the Authority guide the development of asset management processes and plans. The strong political and public support for investment in highway maintenance requires an assurance that highway maintenance is integrated with the overall transport policy. The TAMP is designed to link strategic objectives to operation delivery and can best be illustrated as a hierarchy pyramid.
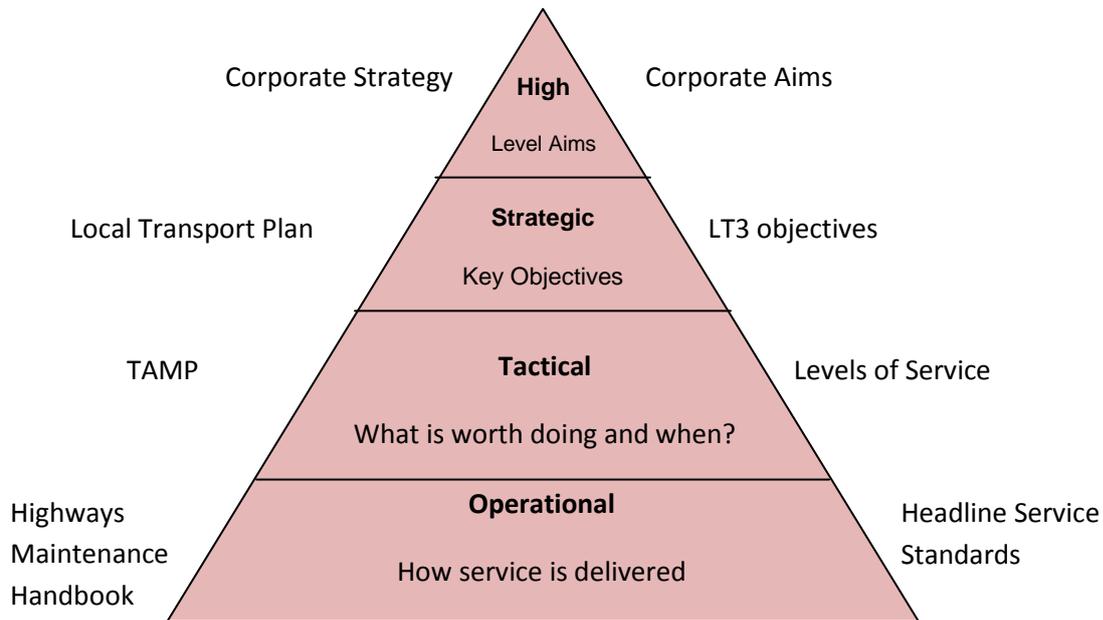
9.23   The benefits of adopting asset management practices are:
- Formalises and documents standards and processes;
- Helps us provide an informed response to budget pressures;
- Records what asset we have and what condition it is in;
- Allows us to understand how much infrastructure is aged and the risk associated with it;
- Leads to consistency of practices;
- Provides an audit trail;
- Assists with managing public expectations;
- Acknowledges that future spending requirements are not always the same as historical ones.

9.24   The second TAMP has been developed around the following four key aspects of sound highway asset management; Inventory, Levels of Service, Life Cycle Plans, and Asset Valuation. These are explained in more detail in the full TAMP.

Highway maintenance (including footways and cycle ways)

9.25   Highway maintenance underpins the LTP programme, as it affects all the LTP goals to a greater or lesser extent. The headline service standards for highways maintenance in Gloucestershire are set out in the TAMP and the Highways Maintenance Handbook.

9.26   The TAMP identifies the current network and develops a framework for managing them based on best practice. It is based on a 'whole life' approach.

9.27   The TAMP identifies scenarios of *standstill* – ensuring the existing condition does not deteriorate, and *backlog* – fixing all roads.

9.28   The table below identifies the standstill and backlog costs per year at current prices.

Asset Type	Length km (miles approx)	% requiring maintenance	Standstill costs
Principal Rd (A Roads)	1260 (800)	3%	£2.19M
Non Principal Rd (B and class 3 roads)	3998 ((2500)	9%	£6.17M
Unclassified	4624 (2900)	18%	£4.96M
Total			**£13.32M**

Total backlog costs are estimated to be £91M. Further work is being undertaken to clarify these figures including the determination of the standstill and backlog costs of the footway and cycle infrastructure and street furniture.

Headline Service Standards

9.29   The Headline Service Standards for maintenance of the highway, including winter maintenance, drainage, streetlighting, signs, roadmarkings, landscaping, grass cutting and tree management are detailed in the Gloucestershire Highways Maintenance Handbook.

Fit for purpose roads and footways

9.30   Gloucestershire has a wide variety of roads and footways, from high volume dual carriageways in congested urban environments to single lane rural roads connecting small farms or villages. It is not possible to maintain every road to a high standard of repair. The backlog of deterioration and funding required simply makes this impossible. However, road and footway users should expect to find a condition which is safe and consistent with the type and location of that particular infrastructure.

9.31   Simply put, a motorist would expect the condition of a principal Class A road carrying high volumes of traffic at speed to be in a high standard of repair without potholes or significant depressions in the running lane; where as the motorist using an unclassified road in a very rural environment should not be surprised to find a road surface that may have minor potholes, depressions or other deterioration. This concept of fit for purpose roads is captured in the national code of practice by dividing road types up into classes and maintenance hierarchies.

Expectations for strategic network road condition is for a higher standard with no running lane defects and a smoother ride quality.

A typical fit for purpose rural unclassified road with some edge deterioration, over-riding, detritus and the occasional non-running lane pothole defect.

What standards will be used for highway design

9.32 Dependent on the circumstances and agreement with the Highway Authority, the standards contained in either Design Manual for Roads and Bridges (DMRB) or Manual for Streets (MfS) or local standards contained in Manual for Gloucestershire Streets, the Gloucestershire Highways Maintenance Handbook or associated policies, such as the Structural Maintenance and Surfacing Policy, will be required to be used when designing new infrastructure or schemes.

9.33 The general principle is:-

Use DMRB and Gloucestershire's Structural Maintenance and Surfacing Policy on
- all 'A' and 'B' (Class 1 and 2) roads regardless of speed limits or known speeds;
- all classified unnumbered roads (Class3 or C) subject to a limit of 40mph or more;
- unclassified roads subject to a 40mph limit or more that are on bus routes or serve industrial premises with no alternative access.

Use MfS and Gloucestershire's Structural Maintenance and Surfacing Policy on:
- All new roads on residential streets designed so that speeds should not exceed 30mph;
- All unclassified roads with a speed limit of 30mph or less;
- All unclassified roads with frontage development along both sides and where speeds are known to be unlikely to exceed 30mph.

9.34   A mixture of standards taken from both DMRB, MfS and and Gloucestershire's Structural Maintenance and Surfacing Policy will be required in circumstances other than those mentioned above. However, developments should be assessed independently and agreement with the Highway Authority at an early stage should be sought.

9.35   New schemes will also be subject to quality audits to ensure that the scheme does not form a barrier that discourages walking and cycling to key trip attractors.

The County's Enhanced Materials Policy

9.36   Gloucestershire Highways has developed an Enhanced Materials Policy as an Appendix to the Manual for Gloucestershire Streets. This will be used to inform planners, highway engineers and developers on the most long term, cost effective materials to use, especially in relation to maintenance. This policy also sets out the methodology for collecting commuted sums to cover the additional maintenance costs sometimes associated with the use of enhanced materials.

10.   Area Transport Strategies

10.1   This section of LTP3 contains the summary of specific measures and policies that pertain to each geographic area of Gloucestershire.

10.2   However, under the new local delivery mechanism outlined in the Localism Bill, the following area strategies will provide the framework under which local bodies and neighbourhoods, through Local Development Frameworks (LDFs) and Neighbourhood Plans will have a greater role in prioritising actions in their area, subject to compliance with highway and transport standards and guidance. Therefore, the following area strategies provide the framework but priorities may change in future in line with the LDFs and Neighbourhood Plans.

Central Severn Vale (Gloucester, Cheltenham and surrounds) (CSV) Strategy

Description of the Area

10.3   Gloucestershire is a predominantly rural County with extensive countryside areas in the Cotswolds and the Forest of Dean. However, the heart of the County is the CSV area and this contains the significant urban settlements of Cheltenham, Gloucester, Stroud and Tewkesbury and is home to two thirds of Gloucestershire's residents as well as much of the County's commercial business. With a population of 310,800 (forecast to grow to 370,800 by 2026), the CSV area is a functional economic area.

10.4   Together, Cheltenham and Gloucester are the primary focus for economic activity in Gloucestershire and contain approximately 75% of the CSV area population. Both contribute significantly to the functioning of the area, as they are similar in terms of size and population. Due to their proximity to one another, in combination they are important on both a regional and national scale.

10.5   Both communities are major urban areas and centres for employment, services, shops and education. Over 70% of the residents of the two settlements live and work in the same Local Authority area. As journey times and distances are short there is potential for these journeys to be made by sustainable modes. Both areas have easy access to the M5 and other strategic networks (A417, A40 and A46) and are connected to mainline railway networks with railway stations in both centres, with Cheltenham being served by more railway routes than Gloucester (e.g. long distance CrossCountry services to the North of England).

10.6   Gloucestershire is facing the challenge of accommodating significant housing and employment growth in the next twenty years, predominantly in the CSV area. This will place increasing pressure upon the national, strategic sub-regional and local transport networks that serve these communities. Maintaining and improving the efficiency of strategic links for travel to key locations will safeguard the quality of life for residents of Gloucestershire.

Headline Issues

- Traffic congestion at peak times;
- Road maintenance;
- Access to rail services;
- Variable quality of bus services.

Transport Actions and Policies

10.7   A number of corridors were defined to provide a strategic focus for the study as shown on the map below. The corridors were selected to help understand the impacts of the significant housing and employment growth in the area and to provide a robust technical base to support the Joint Core Strategy (JCS) for Gloucester, Cheltenham and Tewkesbury planning authorities.
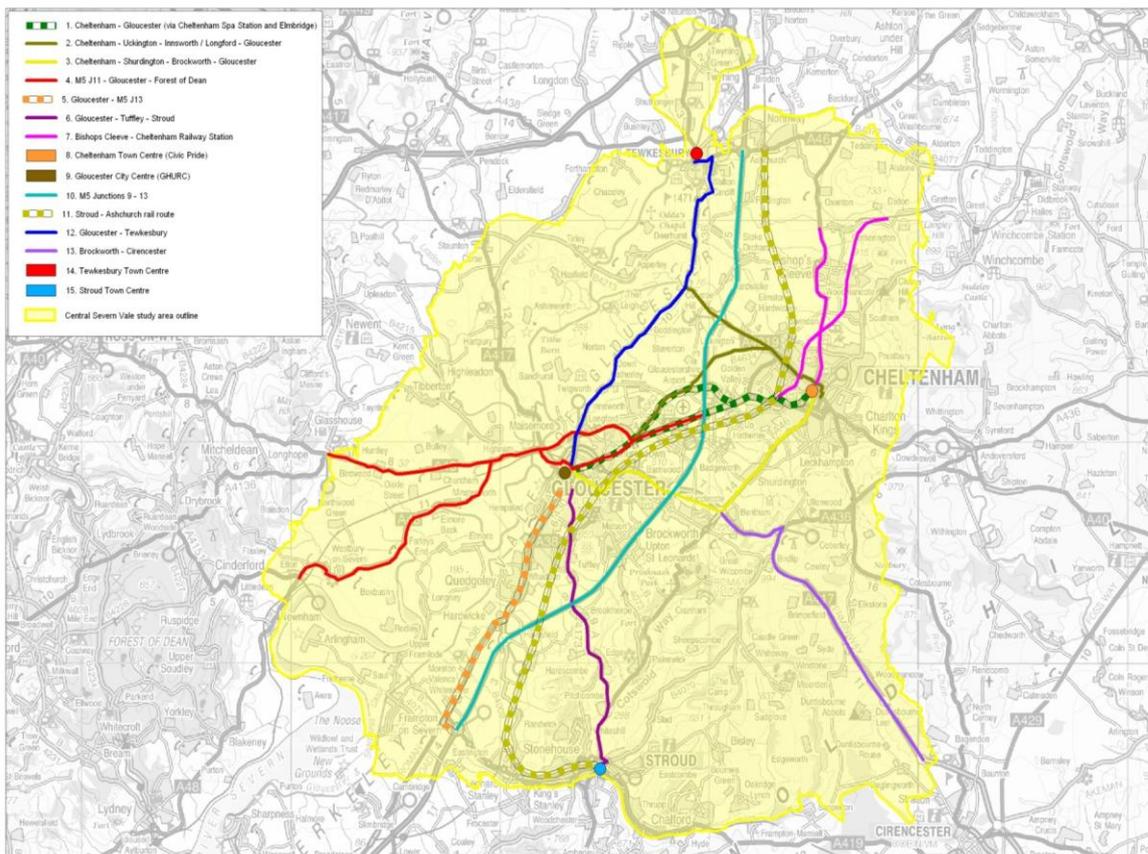
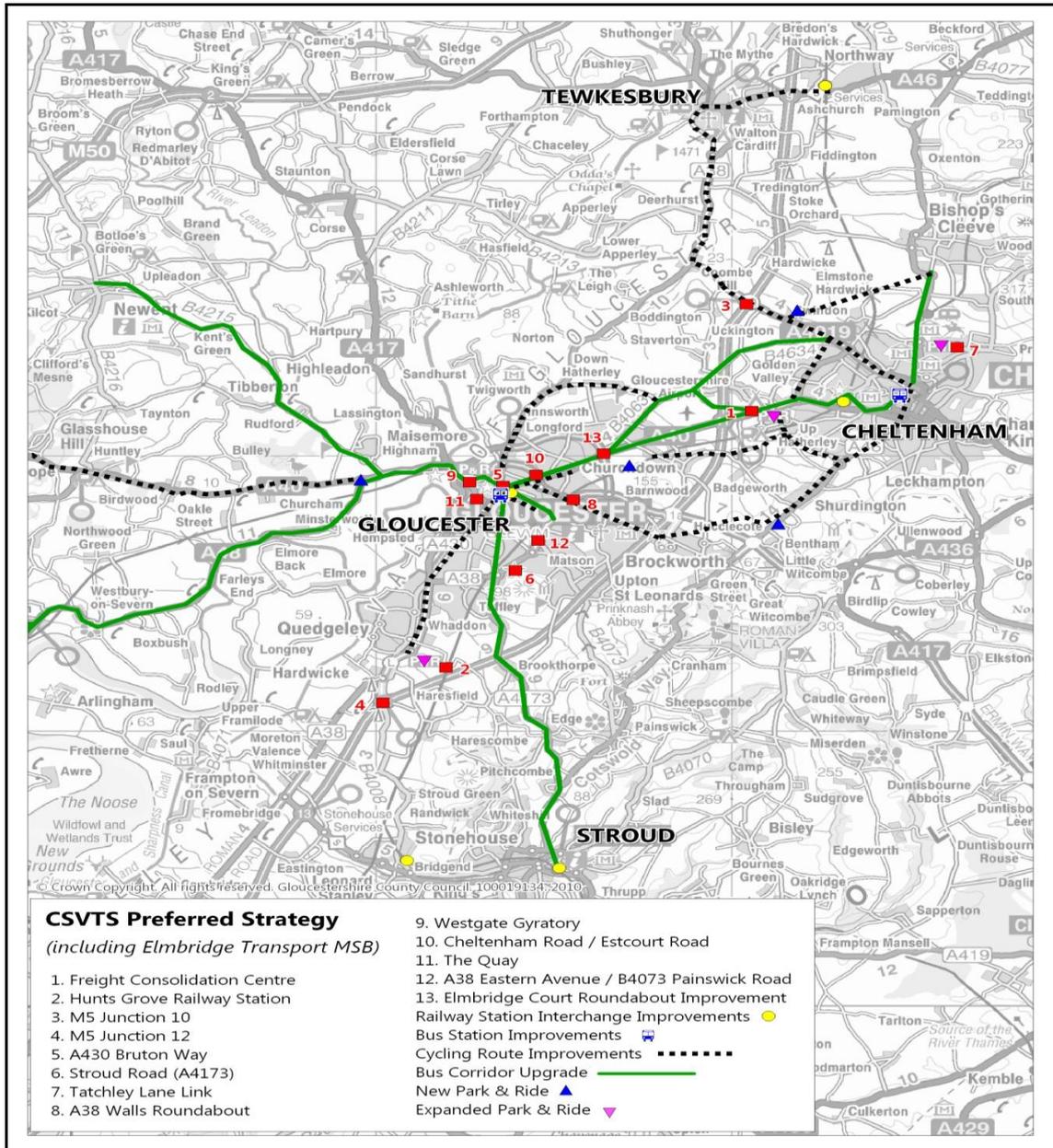Map showing public transport corridors

10.8   The preferred strategy from the CSVTS comprises 46 schemes from the Smarter Choices Strategy, Public Transport Strategy and Highway Strategies. It therefore includes schemes covering all modes. Brief descriptions of each scheme are provided in the following table with a map of the schemes.

CSVTS Preferred Strategy by 2026

Scheme Name	Further Detail
Smarter Choices Schemes	
Car Clubs	Gloucester City Centre and Cheltenham Town Centre
Car Sharing	Throughout the study area
Walking Schemes	Improved pedestrian infrastructure in the study area
School Travel Plans	Encouraging sustainable travel choices to and from Schools
Leisure Travel Plans	Encouraging sustainable travel choices to and from key Leisure Facilities
Freight Consolidation Centre	Between Gloucester and Cheltenham, to serve both settlements
Railway Station Interchange Improvements	Cheltenham Spa, Gloucester, Ashchurch for Tewkesbury, Stroud and Stonehouse
Area Wide (but Targeted) Behavioural Change Marketing	To promote sustainable travel alternatives
Cycling Schemes	10 corridors in the study area
Individualised Travel Marketing/Personalised Travel Planning/Residential Travel Planning (ITM/PTP/RTP)	Encouraging sustainable travel choices
Workplace Travel Plans	Encouraging sustainable travel choices to and from workplaces
Demand Management; Parking Management	Changes to parking provision, restrictions and charges
Public Transport Schemes	
Gloucester Bus Station	Re-build of bus station at current site
Smart Cards	For bus services in Gloucester and Cheltenham
Cheltenham Bus Station	Minor relocation
Real-Time Passenger Information	Further RTPI for bus services
Hunts Grove Railway Station	A new railway station south of Gloucester
Bus Corridor Upgrade	Six corridors in the study area
New Park & Ride	Shurdington or/Brockworth (one site), Uckington (NW Cheltenham) and West of Severn
Expanded Park & Ride	Arle Court, Cheltenham Racecourse, Waterwells
Highways Schemes	
20 mph Residential Streets	In Gloucester and Cheltenham
M5 Junction 10	Enlargement to facilitate all movements
A430 Bruton Way	Reduction of general traffic lane and installation of bus lane
M5 Junction 12 (Second Phase)	Improvement of junction layout and further signalisation, over and above scheme planned in the medium term (introduction of dog bone layout with some signalisation)

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Scheme Name	Further Detail
Stroud Road (A4173)	Reduction of speed limit to 20mph on Reservoir Road
Tatchley Lane Link	Introduction of new link and signalisation on the new southern junction
A38 Walls Roundabout	Partial signalisation and improvement of circulatory carriageway
Westgate Gyratory	Addition of three new signals, plus closure of Lower Westgate Street and improvement of other junction layouts
A38 Eastern Avenue/B4073 Painswick Road Roundabout	Signalisation of A38 northbound and southbound approaches
The Quay	Reduction in the width of The Quay to give one lane in each direction
Major Scheme Business Case	
Elmbridge Transport Major Scheme	Elmbridge Court Park & Ride site, Elmbridge Court Roundabout improvement, potentially a new Churchdown link road and bus priority measures for 94 and X94 services

CSVTS Preferred Strategy

CSVTS Preferred Strategy
(including Elmbridge Transport MSB)

1. Freight Consolidation Centre
2. Hunts Grove Railway Station
3. M5 Junction 10
4. M5 Junction 12
5. A430 Bruton Way
6. Stroud Road (A4173)
7. Tatchley Lane Link
8. A38 Walls Roundabout
9. Westgate Gyratory
10. Cheltenham Road / Estcourt Road
11. The Quay
12. A38 Eastern Avenue / B4073 Painswick Road
13. Elmbridge Court Roundabout Improvement
Railway Station Interchange Improvements
Bus Station Improvements
Cycling Route Improvements
Bus Corridor Upgrade
New Park & Ride
Expanded Park & Ride

10.9   The full Central Severn Vale Transport Study can be seen at www.gloucestershire.gov.uk/ltp3.

Cotswold Transport Strategy

Description of Area

10.10 The Cotswold District is located in the east of Gloucestershire. It is a largely rural district, covering about 43% of the Gloucestershire area, but only 14% of Gloucestershire's population live in the Cotswolds[2].

10.11 The North Cotswolds border the Tewkesbury and Cheltenham districts of Gloucestershire, as well as Worcestershire, Warwickshire and Oxfordshire in the north and east. In the South, the Cotswolds are east of the Gloucestershire district of Stroud and border Wiltshire in the south.

10.12 By far the largest town in the Cotswolds is Cirencester which is also the administrative centre of the District. Large portions of the District are classified as an area of outstanding natural beauty (AONB).

10.13 Key strategic routes in the Cotswolds are the A417/419, which provides a link form the M4 and Swindon to the M5 and Gloucester via Cirencester, the A40 which crosses the Cotswolds from east to west, linking Cheltenham to Oxford and the A429 which provides a north south axis from the M4 (J17) to Coventry via Cirencester, Stow-on-the-Wold and Moreton-in-Marsh. Other important links are the A419 from Cirencester to Stroud, the A44 from Worcester to Oxford via Moreton-in-Marsh, the A435 from Cirencester to Cheltenham the A436 from Cheltenham to Bourton-on-the-Water and the A433 from Cirencester to Tetbury and beyond.

10.14 There are also two railway stations in the Cotswolds, one in Kemble, providing links to London via Swindon and Cheltenham via Gloucester and one in Moreton-in-Marsh, providing links to Great Malvern via Worcester and London via Oxford.

10.15 The Cotswolds are also served by various bus services, a list of which can be found here: http://ww3.gloucestershire.gov.uk/Bustimes/Forest.htm

Headline Issues

10.16 The transport issues for the Cotswolds are:-
- Highway maintenance;
- Access to services, especially in rural areas;
- Congestion on the A417 between the Cotswolds and Gloucester;
- Improvement to rail services at Kemble and Moreton in Marsh;
- Regeneration and development projects in Cirencester and the Cotswold Water Park.

Transport Actions and Policies

10.17 The following table identifies the main transport actions developed specifically for the Cotswolds. Other policies and actions in the LTP that are Countywide, will also apply to the Cotswolds but are not mentioned here.

We will work with and lobby the Highways Agency and the Department for Transport to address the capacity issues on the A417 between Gloucester and Cirencester.
We will work with the rail industry to lobby for the re-doubling of the railway line between Kemble and Swindon and the improvement of rail services.
We will work with Cotswold District Council to ensure that parking policies do not discourage local trade but do not encourage unnecessary car use.
We may support partners to bid for external funding for schemes to improve the public realm and vibrancy of town centres (e.g. Cirencester) where these are coupled with improvements to the transport network.
We will work with the Highways Agency and Cotswold District Council on the action plan to improve air quality at the Air Balloon Roundabout Air Quality Management Area.
We are aware of the Masterplan covering the Cotswold Water Park and will work with Cotswold District Council and organisations representing the Cotswold Water Park to prioritise the funding available to improve transport infrastructure and services.
We will assess the effectiveness of the Cotswolds Lorry Management Zone (LMZ) to determine whether to maintain, extend or end the scheme.

10.18 Highway schemes to be considered for the Cotswolds are contained within the Implementation Plan.

Forest of Dean Transport Strategy

Description of Area

10.19 The Forest of Dean District is located in the West of Gloucestershire. It is bordered by the River Severn to the south and the River Wye in the West. There are four market towns in the region: Cinderford, Coleford, Lydney, and Newent. The area is also characterised by over 110 square kilometres (42.5 square miles) of mixed woodland (the Forest of Dean) which has given the District its name and is now managed by the Forestry Commission.[3]

10.20 The main highway access to the Forest of Dean from Gloucester and the surrounding areas is the A40, which leads to the A417 and B4215 to the north, the A4136 to the west and the A48 to Chepstow and on to the M48. The B4216 leads from the A40 to the M50, which crosses the District in the north. Other important roads are the A4151, which connects Cinderford to the A48, the B4231 and the B4234, which lead north from the A48 at Lydney as well as the B4226 between Chepstow and Coleford.

10.21 There is a rail station in Lydney served by direct trains to Maesteg via Cardiff and Newport, to Cheltenham via Gloucester, and in the mornings also to Birmingham and Nottingham. Indirectly, rail access is provided to the whole rail network.

10.22 The Forest of Dean is also served by various bus services, a list of which can be found here: http://ww3.gloucestershire.gov.uk/Bustimes/Forest.htm

Headline Issues

10.23 The transport issues for the Forest of Dean are:
- New housing development, often dispersed in rural areas;
- Regeneration in Cinderford and Newent;
- Potential traffic congestion at peak times in Lydney due to new development;
- Congestion on the A40 between Highnam and Over Roundabouts
- Highway maintenance and resilience of the transport network;
- Access to services, especially in rural areas;
- Capacity issues at Lydney Station car park and the need to improve rail services.

Transport actions and policies

10.24 The following table identifies the main transport actions developed specifically for the Forest of Dean. Other policies and actions in the LTP that are Countywide, will also apply to the Forest of Dean but are not mentioned here.

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[3] Cinderford Baseline Report, p.14
(\\svrshir07\ens_shirehall$\TransportPlanning\GENERAL\BigVolWord\Richard Gillingham\Cinderford Regeneration\Northern Quarter Link Road\ Cinderford Baseline Report 28Jan09_low res.pdf)

We will implement the Lydney Highway Strategy when funding is available from development.
We will engage with Network Rail and the train operating companies to encourage them to improve rail services from the Forest of Dean to Gloucester, Cheltenham and stations to Cardiff.
We will engage with Network Rail and the train operating companies to help improve car parking and interchange facilities at Lydney Station.
We will work with Forest of Dean District Council on the action plan to improve air quality in Air Quality Management Areas.
We will work with Forest of Dean District Council, the Forestry Commission and other partners to promote and improve cycle links between the centres of the market towns and the National Cycle Network and Forest Cycle Networks.
We will work with Forest of Dean District Council and other partners to support regeneration proposals in Cinderford.
We will work to secure funding to introduce a new Park & Ride site near the A40 and A48 west of the River Severn.

10.25 Major highway schemes to be considered for the Forest of Dean are contained within the Implementation Plan.

Stroud Transport Strategy

Description of Area

10.26 Stroud District is predominantly rural in nature. The 2007 mid-term estimate population for the District is 113,676, which is 19.2% of the County's population)[4]. Approximately 60% of the District's population live in urban areas. It contains 6 distinct market towns – Berkeley, Dursley, Nailsworth, Stonehouse, Stroud and Wotton under Edge. Stroud town acts as a key service, administrative and transport centre for the surrounding semi-urban and rural hinterland. Stroud District also encompasses parts of the Gloucester urban area, namely Hardwicke to the south of Gloucester and Upton-St-Leonards to the east. The remainder of the District is mainly used for agricultural purposes and contains a number of villages and hamlets.

10.27 Stroud is generally an affluent district, but with pockets of deprivation and an ageing population. Being a largely rural district, there are issues around poor accessibility and reliance on private car use. The Stroud District Sustainable Community Strategy (2008-09) highlights the importance of accessing services, particularly by environmentally friendly means such as walking, cycling and public transport and ensuring access for all.

10.28 In consultation with Stroud District Council the vision for the District is centred on creating viable and self sufficient communities, focussed around the key market towns in the district. These market towns will increasingly act as focal points for the rural hinterland, providing a primary means for work, school, shopping and leisure. This focus on self-sufficiency will be supported by strong sustainable accessibility links to key centres in Stroud, Bristol, Gloucester and Cheltenham for wider employment opportunities.

10.29 A primary goal is to reduce the need to travel, supported by more opportunities to use public transport, walking and cycling to key local and County centres. This vision of a more sustainable transport future, with a District which is more 'self sufficient' and 'self contained', will not only bolster the local economy, but also reduce carbon emissions by encouraging the adaptation of lifestyles to limit environmental impact.

Headline Issues

10.30 The transport issues for Stroud are:
- Regeneration of Stroud and the severance effect of traffic around the town centre;
- The effect of heavy goods vehicles in Stonehouse and on the B4008;
- Poor frequency and reliability of rail services between Stroud, Stonehouse and the rest of the rail network;
- Frequency and reliability of services at Cam & Dursley station;
- Highway maintenance;
- Access to services, especially in rural areas.

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[4] Maiden Research Team, Gloucestershire County Council

Key actions and policies

10.31 The following table identifies the main transport actions developed specifically for Stroud District. Other policies in the LTP that are Countywide, will also apply to the Stroud District but are not mentioned here.

We will continue to work closely with the Highways Agency to manage traffic demand on the A38 / M5 corridor, given the projected growth in population in this area.
We will work with SDC and town and parish councils and interest groups to develop a cycling strategy for Stroud District for potential adoption within Stroud's Local Development Framework.
As a member of the Stroud Concordat, we will work with the group to explore the feasibility of traffic management measures and transport-based schemes to support the economic development of Stroud Town Centre.
We will continue to work with SDC and Town and Parish Councils to improve conditions for pedestrians within the town centres of the main towns in the District
A range of traffic management measures will be promoted along the A419 corridor between Stroud and the M5 at Junction 13 to improve safety and highway capacity along this key route.
The County Council will work with Network Rail and train operating companies to make Cam & Dursley Station a hub for journeys from Stroud to Bristol and consider the case for new stations at Hunts Grove and Stonehouse Bristol Road.

10.32 Major highway schemes to be considered for the Stroud District are contained within the Implementation Plan.

Tewkesbury Transport Strategy

Description of Area

10.33 Tewkesbury Borough is located in the north of Gloucestershire. It is bordered by the M50 to the north-west, Evesham to the north, and Cheltenham and Gloucester to the south. The M5 motorway passes north to south through the Borough and the town forms a focus for the strategic highway network with the M5/M50 and A46. Other important roads are the A38 from the north and south, which runs parallel to the M5, the A435-A438 Evesham-Tewkesbury Road, and the A435 through Bishop's Cleeve.

10.34 There is a railway station at Ashchurch, serving the Tewkesbury and Northway areas, which are served infrequently by trains from Birmingham to Cheltenham and Gloucester.

10.35 The Borough includes the towns, parishes and market towns of Tewkesbury and Ashchurch, Churchdown, Bishop's Cleeve, Brockworth, Winchcombe, Woodmancote and Highnam.

10.36 Tewkesbury Borough has a population of approximately 82,000, which is expected to grow rapidly over the next 20 years. Residents experience low levels of unemployment and crime, achieve a higher than average level of education and enjoy good health. Principal policy issues include the careful management of population and household growth, meeting the demands of an ageing population, and encouraging a highly mobile workforce with an over-reliance on cars to use public transport.[5]

10.37 The transport network in Tewkesbury Borough faces increased pressure from new developments in the Borough as well as from a general growth in traffic. If these trends are not addressed, this could hamper economic growth in the district, lead to an increase in carbon emissions and leave a considerable part of the population without access to services

10.38 Any significant level of development in the future will lead to an increase in traffic and could bring the network to capacity on strategic roads such as:

- M5, junctions 9, 10, 11 and 11a;
- A38 linking Gloucester - Tewkesbury - M50;
- A438/A435 linking Cheltenham - Bishop's Cleeve – Evesham;
- A4019 Cheltenham-A38.

10.39 It is essential that future development is adequately planned. Developers will be expected to provide both infrastructure and services to ensure that developments are accessible by sustainable transport modes, as well as by private car.

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[5] **The Tewkesbury Story 2006 -** Research Team Chief Executive's Support Unit Gloucestershire County Council July 2006 p7

10.41 Some of Tewkesbury District is covered by the Central Severn Vale Study, so this section will concentrate on the Tewkesbury District outside of the Central Severn Vale.

Headline Issues

10.41 The transport issues for Tewkesbury are:
- Potential impact of development around the Tewkesbury town area
- The impact of the Air Quality Management Area in Tewkesbury High Street
- The ability to build on the work of the Tewkesbury Count Me In Project
- The poor reliability and frequency of trains stopping at Ashchurch Station
- Highway maintenance
- Access to services, especially in rural areas

Transport actions and policies

10.42 The following table identifies the main transport actions developed specifically for Tewkesbury Borough. Other policies and actions in the LTP that are Countywide will also apply to Tewkesbury Borough but are not mentioned here.

We will work with local train and bus operators to improve access to make Aschurch Station the main gateway to the national rail network for Tewkesbury, through a mixture of station infrastructure improvements and rail service enhancements
Subject to funding from third party sources, we will undertake promotional activities to encourage use of walking and cycling facilities, rolling out principles from the Tewkesbury 'Healthy Towns' demonstration project.
We will continue to work with Tewkesbury Borough Council to help with the Masterplanning Process and to implement traffic management measures in Tewkesbury Town Centre to support economic development, air quality improvements, road safety improvements and local health initiatives.

10.43 Highway schemes to be considered for the Tewkesbury Borough are contained within the Implementation Plan.

11.   Delivery of LTP3

Overview

11.1   This section of the LTP3 strategy sets out the proposed implementation plan, and lists those transport schemes and strategy areas that will be delivered within Gloucestershire. The implementation plan only contains main schemes and individual initiatives we propose to include in the programme. It does not include minor schemes or highway maintenance schemes.

11.2   The implementation plan includes the detail of major and large schemes. Smaller safety and maintenance schemes will be included in the programme of works to be reviewed each year but are not individually listed in the LTP.

11.3   This section also describes the sources of funding for transport schemes within Gloucestershire, sets out the prioritisation methodology used when assessing which schemes or measures should be given priority, and includes the main risks to LTP3 delivery.

Funding

11.4   Funding for transport schemes can come from a variety of sources, as summarised in the following table.

Funding Source	Type	What it is used for
Local Transport Block Funding Allocation – This is commonly known as the LTP settlement, and is split between the Integrated Transport block (for schemes that improve the network) and the Structural Maintenance block (for the maintenance of the existing network)	Capital Grant from Department for Transport	Highway maintenance Road safety Improvements Transport schemes (under £5M)
Major Scheme Funding DfT administered national programme.	Capital funding grant awarded by DfT	Major Transport Schemes (over £5M)
Local Sustainable Transport Fund	Match funded bidding pot available from Department for Transport. Part Revenue, Part Capital	Local Authorities able to bid for sustainable transport projects that support the economy and help reduce CO2 emissions. Bikeability and Links to Schools funding are also included in this fund
GCC Council Tax	Revenue funding	Bus service subsidy Community Transport Home to school transport
Developer Contributions Funding for transport measures secured by way of Legal Agreementswith or undertakings from developers	Capital or Revenue Funding Direct Works	Highway improvements Public Transport and community transport provision Other measures to mitigate the impact of the development on the highway network and make the development accessible to those

		without a car
Other Partnership Funding Funding from third parties and partners to tackle specific transport issues e.g. Concessionary Fares Scheme. Introduction of Smart Cards Funding for Electric Vehicle Charging Points	Capital or revenue.	Sustainable transport measures. Public transport improvements. Highway improvements

Current Local Transport Block Funding Allocation

11.5   The Department for Transport has allocated Gloucestershire County Council the following grant funding to cover highway maintenance and integrated transport (improvement and safety) schemes. The allocations are shown in the table below.

	2011/12 (£000s)	2012/13 (£000s)	2013/14 (£000s)	2014/15 (£000s)
Maintenance	£15,459	£15,200	£14,974	£13,952
Integrated Transport	£3,414	£3,642	£3,642	£5,121
Total	£18,873	£18,842	£18,616	£19,073

11.6   The Department for Transport has stated that the allocations for 2011/12 and 2012/13 are final, but those for 2013/14 and 2014/15 are indicative and subject to change.

11.7   The annual allocation of funding for transport within Gloucestershire will be determined on an annual basis and published as part of the County Council budget.

Risk Assessment

11.8   There are substantial risks to the delivery of LTP3 at the moment. A full risk assessment will be developed and maintained through the project/programme management process. The main risks are:
- Reduced levels of capital and revenue funding in future years;
- Structural re-organisations, changing the role of delivery partners and losing experienced and committed people;
- Potential major weather related disruption and damage to the highway and public transport networks may substantially increase costs and result in funds being diverted from other projects.
- High dependence on developer funding, the timing and extent of which may change;
- High dependence on bids for external funding (e.g. the Local Sustainable Transport Fund), especially for 'smarter choices' and

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'active travel projects'. We may not be successful in the bidding process or have the match funding required;

- Uncertainties in changes to government transport and planning policies;
- Increases in oil prices resulting in higher fuel costs for public transport and private motoring, with implications especially for rural communities;
- The Competition Commission could order the break up of the Stagecoach network, without other operators being able to replace them.
- People may not respond to measures to encourage them to change to travel by cycle, on foot, carsharing or by public transport. This may therefore result in increased congestion and CO2 emissions.

How will we prioritise schemes in the future?

11.9   For capital schemes, a priority assessment process will be used to ensure that funds are spent wisely on projects and schemes that meet the objectives of the LTP. Our policy will be:

P11a	A clear and transparent process for prioritising schemes for inclusion in the LTP3 delivery plan will be adopted. This process will be reviewed periodically and amended if necessary.

11.10 A variety of transport scheme proposals from members of the public, local stakeholders or as a result of our own work and problem analysis may come forward. It is important that a clear and robust process is applied to determine which of these schemes are to be given the highest priority in terms of delivery.

11.11 Other than for non-critical maintenance or safety schemes, such as local improvement schemes, each District or neighbourhood area will have the opportunity to bid for match funding to a Community Offer Fund for Transport. This will enable local communities to prioritise small schemes in their area and to access funding to help deliver them. The award of funding will be dependent on available resource and proposals being in accordance with current design standards.

11.12 Schemes will undergo an initial screening, assessing their benefits and deliverability against a score of 1 to 5. The following process for this initial screening is proposed, based on the criteria below:

- Average score against the LTP goals
  - A Greener Healthier Gloucestershire (CO_2 Emissions & Quality of Life):
    - Encourages walking and cycling;
    - relieves congested route;
    - reduces car use.
    - reduce number of car trips;
    - reduce impact of traffic on built environment;

- - reduce impact of traffic on natural environment;
    - reduce the impact of traffic on noise pollution.

  - Economy:
    - reduces delay on the transport network;
    - encourage efficient movement of freight;
    - increase connectivity in and to the County.

  - Good Access to Services (Community Offer):
    - improves access to services and transport system;
    - reduce severance;
    - increase number of travel options for local communities.

  - Safety and Security:
    - reduce casualties, accidents, incidents or collisions;
    - increase levels of cycling and walking;
    - improve security.

- Average deliverability score
  - Fundability;
  - Political support;
  - Community support,
  - Other deliverability issues e.g. land ownership, topography, etc.

11.13 Schemes that get a minimum score of 3 will be analysed using a new LTP3 Priority Assessment Form. The criteria in this form are based on LTP3 goals, deliverability, and costs. This process ranks the schemes in order of priority to be delivered, i.e. the schemes with the highest score in the priority assessment process may receive GCC funding (unless fully funded from other sources) and be prioritised for delivery.

11.14 Schemes will also be mapped (i.e. safety and maintenance hot spot maps) to see whether there are potential cost savings in grouping schemes. Grouped schemes will be assessed as groups so that cumulative benefits are considered.

11.15 Depending on their priority ranking, size and timescales in which they can be delivered, the schemes will be placed in one of the following 3 scheme programmes:
1. Short term priority schemes, to be delivered between 2011 and 2015;
2. Medium term schemes, to be delivered between 2015 and 2019;
3. Long term strategy schemes, to be delivered between 2020 and 2026.

11.16 The highest ranking schemes will also undergo a "health check" before they form the Annual Capital Programme. This is currently done through the Capital Programme process which includes Directors and Lead Members). The highest ranking long-term schemes form the 2020 – 2026 long term strategy.

11.17 The Priority Assessment process is shown on the following page.

Community Offer	Gloucestershire Highways & Traffic Management	Road Safety	ITU	Part Funded Developer Schemes	External Partners	Transport Planning

Pro-active schemes to be considered for LTP3

Initial screening

Un-planned integrated transport schemes

LTP3 list of schemes to be priority assessed

Officer advice **(process to be defined)**

Budget for each pot set by full council

Un-planned maintenance and safety schemes

Highest ranking maintenance schemes	Highest ranking safety schemes	Highest ranking integrated transport schemes	Major schemes programme	Community Offer

Depending on Priority Assessment, size and timescales

2011-2014	**2015-2019**	**2020-2026**

Health check **(process to be defined)**

Annual Capital Programme and forward plan

Long-term Strategy

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11.18 To ensure that the priority assessment process leaves enough flexibility to react to unexpected requirements for transport schemes, un-planned transport schemes are integrated in the priority assessment process as shown in the diagram below.
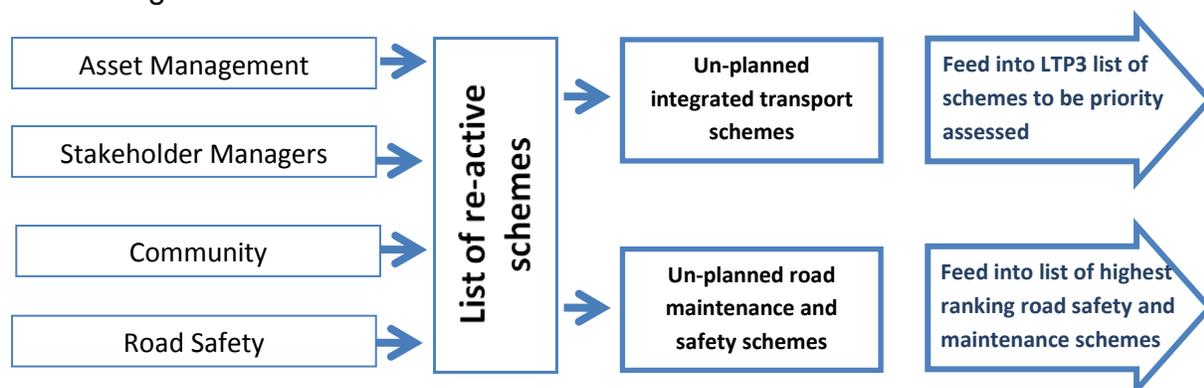
11.19 Having applied this prioritisation process, the implementation programme for LTP3 is summarised in the table on the previous page.

11.20 The implementation plan includes the detail of major and large schemes. Smaller safety and maintenance schemes will be included in the programme of works to be reviewed each year but are not individually listed in the LTP.

P11b	LTP3 delivery will be through the programme outlined in this section. This programme will be reviewed annually and amended as necessary to reflect changing priorities, availability of funding, pace of development and other factors influencing the delivery of transport schemes.

11.21 The schemes and projects shown in the implementation plan are in no particular order. Many will only be implemented if developer or third party funding is realised. As the majority of the schemes are to be funded, designed and implemented by developers or other third parties, the costs will be determined at the design stage.

Our plans for 2011-14

11.22 The following table summarises the planned LTP3 programme for 2011-14.

Scheme Name	Area	Primary Goals	Funding Sources
Workplace and leisure Travel Plans	Countywide	A Greener Healthier Gloucestershire Good Access to Services	Developers Other third party LSTF
Civic Pride, Cheltenham Work with partners to determine options for traffic management	CSV	A Greener Healthier Gloucestershire Good Access to Services	Developer/Third Party

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		Managing our Highways A Safer Securer Transport System Delivering Sustainable Economic Growth	
Conduct feasibility study into viability of Freight Consolidation Centre and low emission zone	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth	GCC FQP LEP
Cycling Schemes in Gloucestershire	County Wide	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	LSTF Developers
Corridor based Individualised Marketing Projects	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth	LSTF Developer
Marketing of public transport alternatives to A417 Gloucester – Swindon Route	Cotswolds	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth	Partners in AQMA Action Plan plus Train Operating Companies
Improve Junction of A4151/A4136	Forest of Dean	A Safer Securer Transport System	Developer
Improvement of Cinderford Bridge Junction	Forest of Dean	A Safer Securer Transport System	GCC/FoDDC/Developer
Improvement and adoption of Stonehouse to Nailsworth Pedestrian & Cycle Path	Stroud	A Greener Healthier Gloucestershire	Developer Sustrans
Cinderford Town Centre Improvements	Forest of Dean	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth A Safer Securer Transport System	Developer LSTF
Safety Improvements in Tewkesbury	Tewkesbury	A Safer Securer Transport System	GCC/Developer
Projects in Tewkesbury in accordance with the Masterplan	Tewkesbury	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth A Safer Securer Transport System	Developer Tewkesbury Borough Council
Streetlighting LED Replacement	Countywide	A Greener Healthier Gloucestershire Managing our Highways	LSTF GCC

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Various Safety Schemes in the Stroud District Council area	Stroud	A Safer Securer Transport System	GCC
Abbeymead & Metz Way Corridor Improvements (Gloucester)	CSV	Delivering Sustainable Economic Growth Good Access to Services	Developer
Bristol Rd (Gloucester) Corridor Improvements	CSV	Delivering Sustainable Economic Growth Good Access to Services	Developer
Reddings / Hatherley Lane Area Traffic Calming schemes	CSV	A Safer Securer Transport System	Developer
A40 Corridor Bus Priority	CSV	Delivering Sustainable Economic Growth Good Access to Services	Developer
Ermin Street Traffic Calming (Coopers Edge)	CSV	A Safer Securer Transport System	Developer
Elmbridge Transport Scheme	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth A Safer Securer Transport System Good Access to Services	DfT Major Scheme funding GCC Developer
Various Safety Schemes in Gloucester area	Gloucester/CSV	A Safer Securer Transport System	GCC
Various Safety Schemes in Cheltenham Area	Cheltenham/CSV	A Safer Securer Transport System	GCC
Various Safety Schemes in Forest of Dean	Forest of Dean	A Safer Securer Transport System	GCC
Car Club in Gloucester	CSV	A Greener Healthier Gloucestershire	Developer
Car Club in Cheltenham	CSV	A Greener Healthier Gloucestershire	Developer
A46 Leckhampton Lane Junction Improvements	CSV	A Safer Securer Transport System Managing our Highways	Developer
Assess the feasibility of a Light Rail system for Cheltenham & Gloucester	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	EU/other partners. European Interreg Project. University of Gloucestershire
Kingshill South footbridge	Cotswold	A Safer Securer Transport System A Greener Healthier Gloucestershire Delivering Sustainable	Developer

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		Economic Growth Good Access to Services	
Cinderford Northern Quarter development transport infrastructure & services	Forest of Dean	Delivering Sustainable Economic Growth Good Access to Services	Developer/HCA
Lydney Station car park expansion & rail P&R	Forest of Dean	Delivering Sustainable Economic Growth Good Access to Services	Network Rail Train Operating Company Developer
Phase 1 of Lydney Highway Strategy	Forest of Dean	Delivering Sustainable Economic Growth Managing our Highways	Developer
Highfield Rd/A48 Roundabout	Forest of Dean	Delivering Sustainable Economic Growth A Safer Securer Transport System	Developer
Cross Keys roundabout signalisation	Stroud	Delivering Sustainable Economic Growth Managing our Highways	Developer
A38 Waterwells roundabout capacity improvements	Stroud	Delivering Sustainable Economic Growth Managing our Highways	Developer
A38 Eastern Avenue/Painswick Rd Roundabout	CSV	Delivering Sustainable Economic Growth Managing our Highways	Developer
Improvements on Tewkesbury Rd Corridor	CSV	Delivering Sustainable Economic Growth Managing our Highways	Developer
Introduction of Smart Cards for Public Transport Ticketing	Countywide	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	GCC Third Party REIP Funding
Roll out of Controlled Parking Zones	Countywide	Delivering Sustainable Economic Growth Managing our Highways	GCC
Cam & Dursley Station Parking Improvements	Stroud	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer Network Rail Train Operating Company
Cam & Dursley Greenway Railway Station to South of Dursley	Stroud	A Greener Healthier Gloucestershire Good Access to Services	Developer Third Party
Continuation of Bikeability in Schools	Countywide	A Safer Securer Transport System A Greener Healthier Gloucestershire	Third Party / LSTF

Our plans for 2014-19

11.23 For 2014-19, the following programme of schemes is proposed, subject to further review as part of the LTP3 Review in 2013/14.

Scheme Name	Area	Primary Goals	Funding Sources
Cycling Schemes in Gloucestershire	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developer LSTF
Corridor based Individualised Marketing Projects	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developer LSTF
Extension of RTPI on main corridor routes	CSV	Delivering Sustainable Economic Growth Good Access to Services	GCC Developer
New 20mph zones in Gloucester & Cheltenham	CSV	A Safer Securer Transport System	GCC
Bus lane on Bruton Way Gloucester	CSV	Delivering Sustainable Economic Growth Good Access to Services	LSTF Developer
Part signalisation of A38 Walls Roundabout	CSV	Managing our Highways	Developer
Remodelling of Westgate Gyratory, Gloucester	CSV	Managing our Highways	Developer LSTF
Reduction of the Quay, Gloucester to single carriageway	CSV	Managing our Highways Delivering Sustainable Economic Growth A Greener Healthier Gloucestershire	Developer
West of Severn Park & Ride and associated bus priority	Forest of Dean	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth	DfT Major Scheme Funding or LSTF Developer
Quality Bus Corridors Lydney – Gloucester Lydney-Coleford-Cinderford Coleford-Cinderford-Gloucester Newent-Gloucester Tewkesbury-Bishops Cleeve- Cheltenham Stroud-Gloucester Cirencester-Gloucester/	Countywide	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	LSTF Developer

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Cheltenham Moreton in Marsh-Cheltenham			
Gloucester Bus Station rebuild	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
Cheltenham Bus Station Improvements	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
New Park & Ride and transport hub at Uckington	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
New Park & Ride and transport hub at Brockworth	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
Expansion of Arle Court P&R with transport hub	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
Expansion of Waterwells P&R with transport hub	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
Expansion of Cheltenham Racecourse P&R with transport hub	CSV	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Developer
M5 Junction 12 Phase 2	CSV	Delivering Sustainable Economic Growth	Developer
Lydney Highway Strategy Phase 2	Forest of Dean	Delivering Sustainable Economic Growth Managing our Highways	Developer
Implementation of Freight Consolidation Centre (if viable)	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developers FQP Logistics providers LSTF
Ashchurch Station Improvements	Tewkesbury	A Greener Healthier Gloucestershire	Developer Network Rail

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		Delivering Sustainable Economic Growth Good Access to Services	Train Operating Companies
Railfreight Terminal at Ashchurch	Tewkesbury	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth	Third Party
Stroud Town Centre Public Realm Improvements	Stroud	Quality of Life	Third Party/Developer
Cirencester Market Place Improvements	Cotswolds	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Third Party Developer
Re-instatement of rail access to Sharpness Dock	Stroud	Delivering Sustainable Economic Growth	Developer/Third Party Network Rail
Kemble to Swindon rail line redoubling	CSV/Cotswold	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	DfT, Network Rail

Our plans for 2019-26

11.24 The 2019-26 programme, listed below, contains only those major schemes that are identified as being necessary to support LTP3 objectives, but which are considered to be undeliverable, either for financial or for other delivery reasons, prior to 2019. This is therefore a provisional list and these projects do not have formal approval at this stage by the County Council. These schemes will be reviewed as part of the LTP3 Reviews planned for 2013/14 and 2018/19.

Scheme Name	Area	Primary Goals	Funding Sources
Cycling Schemes in CSV	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developer /Thirdparty
Corridor based Individualised Marketing Projects	CSV	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	GCC & Third Party
M5 J10 All-ways (subject to major development in north west Cheltenham area)	CSV	Delivering Sustainable Economic Growth	Developer
A417 Improvements, Crickley Hill, Air Balloon, Nettleton Bottom	Cotswolds	Delivering Sustainable Economic Growth	DfT Highways Agency

		Good Access to Services	
Hunts Grove Railway Station	CSV/Stroud	Delivering Sustainable Economic Growth Good Access to Services A Greener Healthier Gloucestershire	Developer
New Station at Stonehouse Bristol Rd	Stroud	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developer
Lydney Highway Strategy Phase 3	Forest of Dean	Delivering Sustainable Economic Growth Managing our Highways	Developer
Strategic Cycle Routes A40 Churcham – Longhope Maisemore- Hartpury Highnam-Newent	Forest of Dean	Delivering Sustainable Economic Growth Good Access to Services A Greener Healthier Gloucestershire	Third Party/developer
Tewkesbury Northern Relief Rd (subject to major development in or around Tewkesbury)	Tewkesbury	Delivering Sustainable Economic Growth Good Access to Services	Developer
Walking and Cycle Routes between new development sites and Tewkesbury Town Centre and railway stations	Tewkesbury	Delivering Sustainable Economic Growth Good Access to Services A Greener Healthier Gloucestershire	Developer
Public Transport services and bus priority from new developments to Tewkesbury Town Centre, Gloucester/Cheltenham and railway station	Tewkesbury	Delivering Sustainable Economic Growth Good Access to Services A Greener Healthier Gloucestershire	Developer
Traffic Management and highway improvements related to new development in Tewkesbury area	Tewkesbury	Delivering Sustainable Economic Growth Good Access to Services A Greener Healthier Gloucestershire	Developer
Cirencester – Kemble Station Cycle Route	Cotswold	A Greener Healthier Gloucestershire Delivering Sustainable Economic Growth Good Access to Services	Third Party
New Station at Chipping Campden	Cotswold	A Greener Healthier Gloucestershire Managing our Highways Delivering Sustainable Economic Growth Good Access to Services	Developer

The Declaration of Highway Schemes and Highway Improvement Lines

11.25 A list of schemes that are currently declared in response to property or land search enquiries is held by the Council's Highway Records team.

11.26 The policy relating to the declaration of highway schemes and improvement lines is as follows:

P11c	The inclusion of a transport scheme on the list of declarable schemes will be determined in accordance with the process outlined in LTP3. This process may be reviewed periodically.

11.27 A proposed highway or transport scheme should be formally declared if it is the subject of a formal resolution. (for example a County Council decision (through Cabinet or Committee), an officer decision (through delegated authority) or through approval of a strategy including schemes (e.g. the current adopted Local Transport Plan, GCC Capital Programme or Local Planning Authority's Local Plan or LDF).

11.28 Those schemes that are not included in the LTP3 implementation plan will be collated and presented to County Council Members to seek approval to remove them from the current list. These schemes are listed separately in Appendix 2.

11.29 A completed scheme will be removed from the declaration list once the completion certificate is issued, all land has been legally acquired and a copy and the date of when the highway became maintainable at public expense sent to Highway Records.

11.30 The procedures for declaration of highway and transport schemes mentioned above primarily relates to enquiries made by solicitors in relation to searches conducted as part of the conveyance process.

11.31 However, some requests for information about highway and transport schemes may fall under the Freedom of Information Act and/or the Environmental Information Regulations. It is not necessary for enquirers to specify either piece of legislation when submitting their request.

11.32 Therefore, if requested, it may be necessary to release all information concerning highway and transport schemes. For further advice and assistance please contact the Information Management Service on 01452 425071 or foi@gloucestershire.gov.uk

12   Monitoring Progress

Overview

12.1   Whilst the preparation and publication of LTP3 is a statutory responsibility of the County Council, every member of the Gloucestershire community uses the transport system and therefore has a stake in the way it is managed.

12.2   In addition, the County Council only has direct responsibility for the management of part of the transport network, and for the operation of some of the transport services that use the network.

12.3   Accordingly, the LTP3 governance arrangements need to reflect the wider interests of both the local community and transport managers and operators. The policy relating to governance of LTP3 is set out below.

P12a	The governance arrangements for ensuring LTP3 strategy is delivered are set out in this section of LTP3. The arrangements may be reviewed periodically.

Governance Arrangements

12.4   As a strategic policy document that is also a statutory requirement, LTP3 will have been adopted through approval at a full County Council meeting. Any significant changes to the LTP3 strategy will also require County Council approval.

12.5   Operational supervision of the LTP3 strategy, including routine updates and programme management, will be through the County Council's Cabinet, with the Lead Cabinet Member with responsibility for Transport Policy being directly accountable for LTP3 delivery.

12.6   At officer level, the LTP3 strategy will be overseen by the LTP Management Board, comprising those Managers responsible for the delivery of the individual elements of LTP3 strategy. From April 2013, this will also include a representative from the Public Health Team as from this date, public health will be a County Council responsibility. This Board will be chaired by the Manager with overall responsibility for the preparation of the LTP3 strategy.

12.7   These arrangements detail the internal County Council governance structure for LTP3. It is important that external interests are also represented in the governance of LTP3, whether these are local, regional or national partners or transport network managers or operators.

12.8   This will be achieved through the establishment of a Gloucestershire Transport Board, which will comprise of local partners as well as representatives from network managers (such as the Highways Agency and Network Rail), transport operators (such as Stagecoach or local representatives of the Confederation of Passenger Transport) and the Primary Care Trust. Transport user groups such as Travelwatch South West, Sustrans and local groups will also be invited to join the Board.

Review Programme

12.9   It is intended that the LTP3 will be a living document, and will therefore be updated and amended as necessary to reflect changes in policy, funding or implementation at a local and national level.

12.10   Progress Reports will be produced, including performance against targets and indicators, changes in policies, and updates on the Implementation Plan to reflect budget availability and scheme delivery.

12.11   Major reviews of LTP3 will be undertaken in 2013/14 and 2018/19. This timing is intended to link in with the funding periods adopted by DfT in relation to national transport funding streams, including local budget allocations and will therefore enable the LTP3 updated strategy to reflect funding availability and progress of nationally funded schemes on the Gloucestershire network. In accordance with the governance arrangements outlined above, the resulting LTP strategy arising from these major reviews will require approval by full County Council, whilst partners in the Gloucestershire Transport Board will provide guidance to the County Council on the scope and content of each Review.

Performance Monitoring

12.12   Monitoring of the LTP3 strategy will be undertaken against financial targets relating to efficient use of transport funding, and against performance indicators set for various specific elements of the strategy.

12.13   The list of performance indicators relevant to each LTP goal is shown in the following table.

LTP3 Objective	National Goal	Indicator Reference	Indicator Description
A Greener, Healthier County	To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change.	New1	CO_2 reduction from Local Authority Operations (NI185).
		New2	per capita reduction in CO_2 emissions in the LA area. (NI186)
	To improve quality of life	LTP4	Children Travelling to school – mode of transport usually used.

	for transport users and non-transport users and to promote a healthy natural environment		(NI198)
		BVPI102	Local Bus Passenger Journeys. (NI177)
		LTP3	Annualised index of cycling trips,
		New3	Number of walking trips (potentially available from Household Survey Data).
		New4	Number of Air Quality Management Areas.
		LTP6	Congestion: Changes in peak period traffic flows to urban centres.
		LTP7	Congestion (vehicle delay):
		New5	HGV Growth
Sustainable Economic Growth	To support economic competitiveness and growth by delivering reliable and efficient transport networks.	LTP7a	Average Journey Time per mile during morning peak (NI167)
		BVPI 223	Principal roads where maintenance should be considered (NI168)
		BVPI 224a	Non principal classified roads where maintenance should be considered (NI169)
		New6	Working Age People with Access to Employment (NI176).
A Safer, Securer Transport System	To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.	BVPI 99(x)	People Killed or seriously injured in road traffic accidents (NI47)
		BVPI 99(y)	Children Killed or seriously injured in road traffic accidents (NI48)
		LTP4	Children Travelling to school – mode of transport usually used (NI198)
		BVPI 102	Local Bus Passenger Journeys (NI177)
		BVPI 187	Footway condition.
		LTP3	Annualised index of cycling trips.
		BVPI 104	Satisfaction with local bus services

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		L1	SCRIM Deficiencies (Skidding Resistance)
Good Access to Services	To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society.	LTP1	Access to services and facilities by public transport, walking and cycling (NI175)
		New6	Working Age People with Access to Employment (NI176).
		BVPI 187	Footway condition

12.14 The indicators will be monitored using a traffic light system (red, amber, green) to indicate whether there has been an improvement or deterioration in performance. Performance will be reported on an annual basis unless required otherwise by the DfT.

13   Glossary

13.1   Below is a list of terms used in the document that require further explanation.

Term used	Meaning
Powered two wheelers	Motorcycles, moped, scooters
Capital	Funding for physical infrastructure
Revenue	Funding for ongoing services and salaries
Active Travel	Walking and cycling
Smarter Choices	The term used by Department for Transport to cover the promotion of all modes of transport other than single occupancy car
Joint Core Strategy	The Core Strategy being developed jointly by Cheltenham, Tewkesbury and Gloucester planning authorities for their Local development Frameworks
Local Development Frameworks	Plans being developed by Planning Authorities to cover future housing and other development in their areas
Strategic Infrastructure Delivery Plan	A plan being put together by Gloucestershire County Council to determine all infrastructure required to support new development in future.

14   Supporting Documents

Document
• Local Transport Plan 2 (LTP2) Annual Progress Report 2008/9
• Elmbridge Transport Major Scheme Bid
• Central Severn Vale Transport Study
• Gloucester & Cheltenham Connectivity DaSTS Study
• Public Transport Strategy
• Transport Asset Management Plan
• Highways Inspections Policy
• Sustainable Schools Travel Strategy
• Stroud Area Strategy
• Tewkesbury Area Strategy
• Cotswolds Area Strategy
• Forest of Dean Area Strategy
• Gloucestershire County Council Parking Strategy
• Guidance on Contributions Related to Accessibility
• Gloucestershire Cycling Design Guide
• NI 186 Delivery Plan
• LTP3 Consultation Reports
• LTP3 Strategic Environmental Assessment (including Health Impact Assessment) and Habitats Regulations Assessment
• Travel Plan Guide for Developers
• County Traffic Flow Diagram
• Manual for Gloucestershire Streets
• Gloucestershire's Structural Maintenance and Surfacing Policy
• Gloucestershire Highways Maintenance Handbook

Due to ongoing work and differences in time lines, some of the supporting documents are still under review. The latest versions can be found at www.gloucestershire.gov.uk/LTP3 but may be subject to change.

Appendix 1

National Policy & Guidance

Guidance on Local Transport Plans

The full Guidance for Local Transport Plan 3 was released by DfT on 16th July 2009 following consultation.

DfT has confirmed that it will remain a statutory duty, under the Local Transport Act 2008, for Local Transport Authorities to produce and review a Local Transport Plan. The new LTP3 will need to be in place by 1st April 2011.

The LTP3 Guidance identifies the following national transport goals,

- Tackle climate change;
- Support economic growth;
- Promote equality of opportunity;
- Contribute to better safety, security and health;
- Improve quality of life.

The LTP3 strategy will need to be aligned with regional strategies, the local Sustainable Community Strategy, Local Development Frameworks prepared by District Councils, the Local Strategic Partnership, and the Local Area Agreement.

Localism

It is the Government's intention, through the Localism Bill, published on 13th December 2010 to make changes to the planning system and to give local communities and neighbourhoods the opportunity to run some local services.

Part 5 Chapter 1 of the Bill enables the abolition of regional strategies and changes the processes for adopting, examining and publishing development plan documents. Local Transport Plans are not affected directly by this as they are not development plan documents, but they have links with the District Council LDFs so will be indirectly affected by this change.

The Bill will also require charging authorities to pass on Community Infrastructure Levy Funds to other bodies (such as the Highway Authority) which will have an impact on future funding for transport infrastructure.

The Bill will legislate for communities to be able to shape the development of their neighbourhoods through a new process known as neighbourhood planning. The LTP will need to be responsive to this change when neighbourhood plans are developed.

LTP3 policies will form the basis for transport input into Neighbourhood Plans, but will also be reviewed as necessary to respond to the requirements of the Localism Act as and when it is enacted.

The Local Transport White Paper 2011

LTP3 will need to take account of the new Local Transport White Paper and any national policies that emerge. This will be acheieved through the periodic reviews of LTP3.

National Infrastructure Plan

The Governments intention to abolish the Infrastructure Planning Commission will be implemented and replaced by a fast track democratically elected process. Gloucestershire County Council may be involved in this process, but it is unclear whether LTP policies will be taken into account should any national infrastructure projects impact on Gloucestershire.

Eddington Transport Study (2006)

The Eddington Study investigated and analysed the impact of transport on the economic competitiveness and productivity in the UK. Eddington determined that the transport networks were well developed in respect to inter-urban links and access to international markets. Although the links are in place, the high levels of use result in congestion and therefore poor journey time reliability. In turn, this impacts on productivity, with lost time and increased costs of transportation. Over the long term congestion and poor journey time reliability could reduce the competitiveness of the UK economy.

Stern Review (2007)

The Stern Review on the Economics of Climate Change examines the evidence of the economic impacts of climate change and explores the economics of stabilising greenhouse gases in the atmosphere. The review considers the complex policy challenges involved in managing the transition to a low-carbon economy and in ensuring that societies can adapt to the consequences of climate change. Realistic and appropriate methods of reducing greenhouse gases are suggested. Transport, in particular private cars, adds significantly to greenhouse gases and hence its growth needs to be checked to minimise greenhouse gas emissions. However, to encourage people out of their cars it is vital to provide them with high quality alternatives.

Delivering a Sustainable Transport System (2008)

The Government response to the Eddington and Stern reports was developed in _*Towards a Sustainable Transport System*' (TaSTS) followed with the publication of _*Delivering a Sustainable Transport System*' (DaSTS) in November 2008. DaSTS is shaping the approach to transport by DfT, with updated goals to inform transport strategy and the Guidance for Local Transport Plans..

Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities,

Issued by DfT in November 2009, it underlines the need for sustainable travel initiatives to play a key role in decarbonising transport, whilst still delivering economic growth and an improved quality of life and health.

The sustainable travel approach has three priorities:

- Creating positive choices for travellers;
- A holistic package of measures, which 'lock-in' the benefits; and
- Local application tailored to local circumstances.

The Carbon Commitment (CR4)

The Carbon Reduction Commitment (CRC) is a mandatory emissions trading scheme that aims to reduce the amount of carbon dioxide (CO_2) emitted throughout the UK. It is part of the Government's target of reducing the Country's greenhouse gas emissions. Participant organisations will have to monitor their emissions and purchase allowances, sold by Government, for each tonne of CO_2 they emit. It is thought that approximately 6,000 organisations in the UK will take part including GCC.

Organisations will start reporting the CRC for the 2010/11 financial year and will purchase carbon allowances at the end of this period. The more CO_2 an organisation emits, the more allowances it has to purchase.

Low Carbon Transport: A Greener Future (2009)

The Government report *Low Carbon Transport: A Greener Future* (July 2009) sets out carbon budgets for the UK economy until 2022. This will assist the achievement of the goal of reducing UK greenhouse gas emissions by at least 80% by 2050. 21% of total UK emissions are due to domestic transport, and the potential decarbonisation of this aspect of the economy is a possibility if we are to reach this goal.

Future of Urban Transport (2009)

The Prime Minister's Strategy Unit (PMSU) report on urban transport, and the DfT response, *The Future of Urban Transport,* published in November 2009, identified a

range of transport challenges faced by our cities. It estimated that the cost of congestion, in delays and unreliability suffered by road users, is in the order of £12 billion a year. The PMSU report also indicated that the measurable costs to society of poor air quality, inactivity leading to obesity and road incidents or collisions in urban areas are each similar to those of congestion. The evidence from the PMSU report is that initiatives geared to tackling the various challenges simultaneously would better achieve "triple win" outcomes in terms of economic growth, improvements to health and improvement to the urban environment. The aim of the new Urban Challenge Fund will be to deliver clear and measurable benefits for urban areas in terms of:

- Enhanced mobility through offering people wider choices for their journeys;
- Reduced congestion and increased journey time reliability;
- Better health as a result of improved safety and much greater levels of walking and cycling;
- Streets and public spaces which are enjoyable places to be, where exposure to harmful emissions is reduced and where quality of life is transformed;
- Improved safety; and
- Reduced levels of carbon emissions from transport.

Local Policy in Gloucestershire

The following section considers the principal local policy documents prepared by the local authorities in Gloucestershire, in order to understand the key priorities for the area.

Gloucestershire County Council Corporate Strategy 2011-2015

In November 2010, the County Council announced it's new Corporate Strategy at a cabinet meeting and this will be adopted prior to March 2011. The new strategy included a review of Highways Policy, Home to School Transport and Public Transport. It also contained the themes and values for the years 2011-14, these being.

Values	Living within our means Providing the basics Helping communities help themselves.
Themes	Getting our own house in order Protecting vulnerable people Supporting active communities Building a sustainable County.

These themes and values will guide the delivery of LTP3 between 2011-15.

Sustainable Community Strategy

The Sustainable Community Strategy (SCS) sets out the long term vision and strategic priorities for the individual local authority area, reflecting the views of local communities and the Local Strategic Partnerships (LSPs). It also links to the priorities and objectives of the Regional Policy Framework. The SCS provides the overarching strategy for achieving sustainable development in the area, setting out a shared vision for tackling cross-cutting issues.

The vision for Gloucestershire is defined by five broad themes which are shown in the following table. This table shows how they relate to the National DaSTS Goals and Gloucestershire's transport themes.

Community Strategy Objective	GCC Transport Objective	National LTP3 Goal
Environment is central to quality of life The places where people live have a huge effect on their quality of life.	A Greener, Healthier County	To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change To improve quality of life for transport users and non-transport users and to promote a healthy natural environment
Gloucestershire's continued prosperity depends on the right business environment and on people having the opportunity to develop their skills.	Sustainable Economic Growth	To support economic competitiveness and growth by delivering reliable and efficient transport networks
Communities matter. People want to be safe, healthy and prosperous;	A Safer, Securer Transport System	To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health
Everyone matters;	Good Access to Services	To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society

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Local Development Frameworks

Each local planning authority is required to prepare a Local Development Framework (LDF). This is a folder of documents which sets out how the local authority area may change in the future. The Core Strategy, contained within the LDF documents, sets out how the authority plans to deliver the vision set out in the SCS. Authorities are expected to ensure their SCS and LDF are linked.

It is required that LDFs and SCSs are in line with national and regional policies. In Gloucestershire there are four separate LDFs, all at various stages of the process. These are:

- Joint Core Strategy by Cheltenham Borough Council, Gloucester City Council and Tewkesbury Borough Council;
- Forest of Dean Core Strategy by the Forest of Dean District Council;
- Stroud Core Strategy by Stroud District Council; and
- Cotswolds Core Strategy by Cotswold District Council.

There is an expectation that transport policies within LDFs will mirror those in LTP3.

Strategic Infrastructure Development Plan

To support the Core Strategies, Gloucestershire County Council is developing a Strategic Infrastructure Development Plan (SIDP) that will broadly determine the infrastructure required to support new housing development planned by each Local Planning Authority in Gloucestershire. The Implementation Plan in the LTP will inform and be informed by SIDP.

Healthy Gloucestershire 2008-18 – Improving health and reducing health inequalities

This overarching 10 year strategy was developed by the Gloucestershire Health & Community Wellbeing Partnership (the thematic partnership in the Gloucestershire Conference which leads on the wellbeing of adults and communities). The strategy recognises the demographic challenges we face, and its key principles are:

- improving the health of people of all ages and
- safeguarding, supporting and improving the independence and wellbeing of adults.

The aims and principles of the strategy are delivered through ten action cards which include:

- Promoting healthy ageing;
- Improved emotional health and wellbeing;
- Better access to services for all;
- Putting People First – transforming social care;
- Accessible safe and healthy housing.

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The Gloucestershire Economic Strategy (2003-2014)

Prepared by Gloucestershire First, it provides a strategic guide to the over-arching aims and objectives that represent the best interests for Gloucestershire's economic well-being. The strategy identifies six overriding themes which are used as the guiding principles and apply to all the Strategic Objectives. The themes that have been identified include: access and inclusion, thriving economy, community safety, lifelong learning, living life to the full (health and social), and managing our heritage and environment.

The travel network gaps and bottlenecks in the County are recognised in the strategy, with transport infrastructure needs laid out. These include:
- Missing link on the A417/ A419 to the M4- dualling of the sole single carriageway section of the A417/A419 between the M5 and the M4;
- The Gloucester South Western Bypass- this is predominantly completed but some bottlenecks may remain especially with forecast growth;
- The County's poor rail connections to London and on cross-country routes; and
- The low level of rail service in Gloucester, and the isolation of the Forest of Dean.

Appendix 2

Historic schemes declared under LTP2 being considered for deletion.

Schemes that have been deleted from the Highways Records list, as due to changing circumstances they are not likely to be delivered within the LTP3 period. These are shown below.

Scheme Reference	Description
1003	Aylburton bypass
6978G	Whelford bypass (part of the eastern spine road)
6978F	Kempsford bypass (part of the eastern spine road)
SO831/199	Walham Link Rd (Gloucester)
213	Lechlade bypass (although building for access to new development may be considered)
1203	Cam & Dursley Cycle Track- old scheme. (now replaced by Greenway)
903	Lydney Town Centre Link Road (Town Centre to Harbour Rd roundabout) Route will still be kept for pedestrian and cycle route

Schemes that we shall be consulting on further to be considered for deletion within phase 1 (2011 – 2014) of this LTP.

Scheme Reference	Description
SO830/190	Dualing of Gloucester Inner Relief Road between Worcester Street and St Oswalds Rd (although a future bus lane may still be considered)
757	Newerne Link Rd Stage 2 (Tutnalls Street) Lydney
600	Ebley to Chalford Cycle Track (Old Sustrans Scheme)
SO799/054	Railway Station at Stonehouse Bristol Rd. Dependent on confirmation from Network Rail
SP168/397	Railway Station at Chipping Camden. Dependent on confirmation from Network Rail
SO 952/222	Cheltenham Northern Relief Rd (St James Street section)
4809	Shurdington Rd Corridor (for proposed Park & Ride Site). Site more likely to be nearer Brockworth
1577	A436 – widening, climbing lanes and re-alignment (road safety improvements within the line of the existing road will still be considered)
919	A4136 - widening, climbing lanes and re-alignment (road safety improvements within the line of the existing road will still be considered)

We may be able to provide this document
in a different language or format, please call
01452 427198 for more information.